URBAN/MUNICIPAL
CAH ON HBL A05
CSIT6

JULY 20, 1993

Agendas / minutes of the Transport and Environment Committee of Council

CA4 ON HBL A05
C51T6
1992

URBAN MUNICIPAL
JUL 18 1992
GOVERNMENT DOCUMENTS

J.J. SCHATZ
CITY CLERK

THE CORPORATION OF THE CITY OF HAMILTON
OFFICE OF THE CITY CLERK
71 MAIN STREET WEST
HAMILTON, ONTARIO L8N 3T4
TEL: 546-2700
FAX: 546-2095

1992 July 16

NOTICE OF MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1992 July 20
9:30 o'clock a.m.
Room 233, City Hall

Kevin C. Christenson, Secretary
Transport and Environment Committee

AGENDA

1. **DELEGATIONS - 9:30 O'CLOCK A.M.**

   (a) Hamilton Beach Preservation Committee
   Ms. M. Pacey, Environmental Working Committee

   (b) Intersection of Sterling Street and Dalewood Crescent
   Mr. M. Mollinga, 112 Sterling Street

   (c) Proposed Closure: Public Walkway in the Lisgar Neighbourhood from Larch Street to Northgate Drive

2. **CONSENT AGENDA**

3. **COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES**

1992 Servicing Expenditures Related to Subdivisions

4. **ALDERMAN M. KISS**

White Ribbon Week - Banner (No Copy)

5. **ALDERMAN B. MORELLI**

Intersection of Maple Avenue and Grosvenor Avenue South - Intersection Control

6. **ACTING CLERK**

Petition - Sidewalk Reconstruction - Scenic Drive -
Referral from City Council, 1992 June 30

7. **SECRETARY, SINGLE TIER BUREAUCRACY REVIEW STEERING COMMITTEE**

Single Tier Administration - A Discussion Paper

8. **SECRETARY - TRANSPORT AND ENVIRONMENT COMMITTEE**

Water Environment Federation
65th Annual Conference and Exposition
New Orleans, Louisiana, 1992 September 20 to September 24

9. **NEW BUSINESS**

10. **ADJOURNMENT**

TRANSPORT AND ENVIRONMENT COMMITTEE

OUTSTANDING ITEMS

	ITEMS	ORIGINAL DATE	ACTION	STATUS
1.	Parking Regulations - Albany Avenue between Kenilworth Avenue North and Robins Avenue	1991 October 21	Alderman D. Wilson	Tabled
2.	Parking Prohibition Greenhill Avenue between Vienna Street and Pavarotti Court	1991 October 21	Alderman D. Agostino	Tabled
3.	Intersection Control Bowman and Sussex Streets	1992 January 6	Alderman M. Kiss	Tabled
4.	Criteria and Report of School Crossing Guards	1992 January 6	Mr. M. F. Main Director of Traffic Services	Comprehensive Report Pending
i.	Intersection of Kenilworth Avenue and Monterey Avenue	1992 January 6	Alderman D. Wilson	Tabled
ii.	Intersection of Sanatorium Road and Rice Avenue	1992 January 6	Alderman D. Ross	Tabled
iii.	Intersection of Main Street West and Whitney Avenue	1992 January 6	Alderman M. Kiss	Tabled
5.	Part-time Turn Prohibition James Mountain Road to Markland Street	1992 February 3	Mr. M. F. Main Director of Traffic Services	Report Pending Public Meeting

Kevin C. Christenson, Secretary

1992 July 16

1 (a)

J.J. SCHATZ
CITY CLERK

THE CORPORATION OF THE CITY OF HAMILTON

OFFICE OF THE CITY CLERK
71 MAIN STREET WEST
HAMILTON, ONTARIO L8N 3T4

1992 June 18

Ms. M. Pacey
Environmental Working Committee
617 Beach Boulevard
Hamilton, Ontario
L8H 6X8

Dear Ms. Pacey:

Please be advised that your delegation is scheduled to appear before the Transport and Environment Committee on Tuesday, 1992 July 20 at 9:30 o'clock a.m. in Room 233, City Hall. If you have any further questions, please do not hesitate to contact me at 546-2728.

Yours truly,

Kevin C. Christenson, Secretary
Transport and Environment Committee

c.c. Alderman H. Merling
Chairman
Transport and Environment Committee

Mr. Michael Gagnon, President
(HBPC)
c/o Environmental Working Committee
617 Beach Boulevard
Hamilton, Ontario
L8H 6X8

Alderman D. Agostino

Alderman F. Eisenberger

CITY COUNCIL
HAMILTON CANADA

1992 June 15

Ms. T. Agnello
Secretary
Transport and Environment Committee

Dear Ms. Agnello,

Please find enclosed a copy of a letter sent to Alderman Merling by the Hamilton Beach Preservation Committee (HBPC) regarding the clean-up of the Beach area.

Marian Pacey, Chairperson of the Environmental Committee and Michael Gagnon, President (HBPC) have requested the opportunity to appear as a delegation before the Transport and Environment Committee.

I would appreciate if you could arrange this for the next meeting and inform Ms. Pacey and Mr. Gagnon, of the date and time. Thank you for your cooperation in this matter.

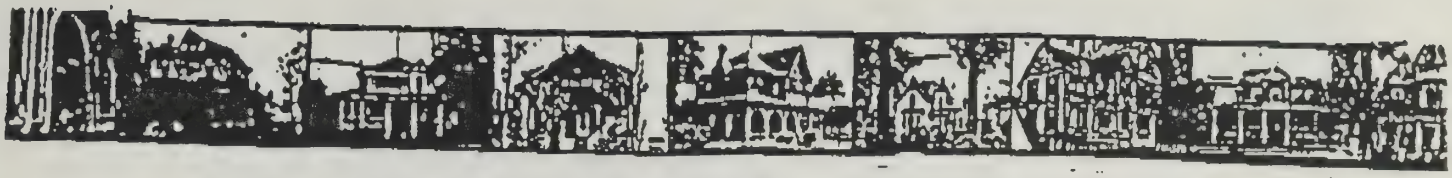
Yours truly,

Dominic Agostino
Alderman, Ward 5

Fred Eisenberger
Alderman, Ward 5

DA:FE:rw
Encl.

c.c.'s Alderman H. Merling, Chairman, Transport and Environment Committee
Ms. M. Pacey, Environmental Working Committee, 617 Beach Boulevard, Hamilton, Ontario, L8H 6X8
Mr. Michael Gagnon, President, (HBPC), c/o Environmental Working Committee, 617 Beach Boulevard, Hamilton, Ontario, L8H 6X8



HAMILTON BEACH PRESERVATION COMMITTEE INC.

MICHAEL GAGNON	CHRIS MURRAY	JIM HOWLETT	DON DOWIE	TAMMY MARSHALL
PRESIDENT	VICE-PRESIDENT	CHAIRMAN	SECRETARY	TREASURER
545-2165	544-5252	544-7149	545-6350	547-5161

Environmental Working Committee
617 Beach Boulevard
Hamilton, Ontario
L8H 6X8

June 10, 1992

Transportation and Environmental Committee
City of Hamilton
71 Main Street West
Hamilton, Ontario
L8N 3T4

Attention: Mr. Henry Merling

Dear Sirs/Mesdames

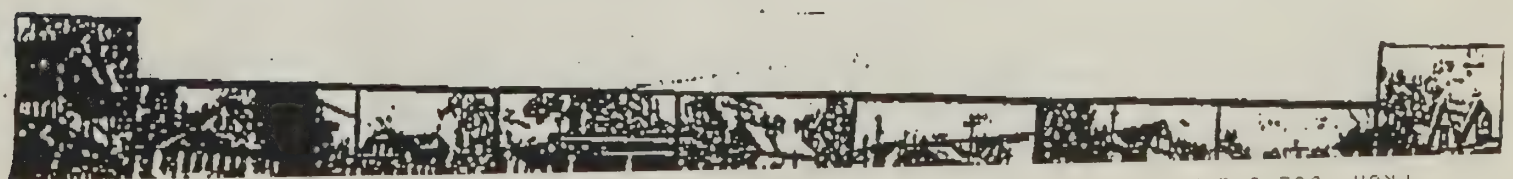
Enclosed is a letter forwarded to the Ward 5 Aldermen expressing our concerns pertaining to the lack of maintenance along the Hamilton Beach shoreline. This letter is very explicit pertaining to our concerns.

The majority of residents have and will continue to do their part to try and clean up the beach area behind their homes, however, as outlined the authorities responsible for maintenance should be required to regularly ensure the area is kept in a clean and environmentally sound manner.

Unfortunately our Beach Community was not involved in the regular pitch-in week, due to many factors within our immediate community. The Environmental Committee together with the assistance of the lead committee, Hamilton Beach Preservation Committee (HBPC), are anticipating having a pitch-in day along the shoreline July 1, 1992 CANADA DAY.

It is our understanding the shoreline cleanup has fallen victim to budget cut. Our Committee feels such a budget cut should not be allowed to stand and with this letter request monies be reinstated to maintain the shoreline on a regular basis. The areas in our community that fall victim to the budget cuts cause inconvenience but in this instance we do not want any citizen to become a victim by being cut due to the debris they encounter while walking along the shoreline.

.../2



FROM DOE C & P
8. 8.1992 16:06
P. 2

Michael Gagnon, President (HBPC) and myself request the opportunity to meet with your Committee in order to clearly outline the necessity for reinstatement of funds for proper maintenance of the Hamilton Beach Shoreline.

Your early response would be appreciated

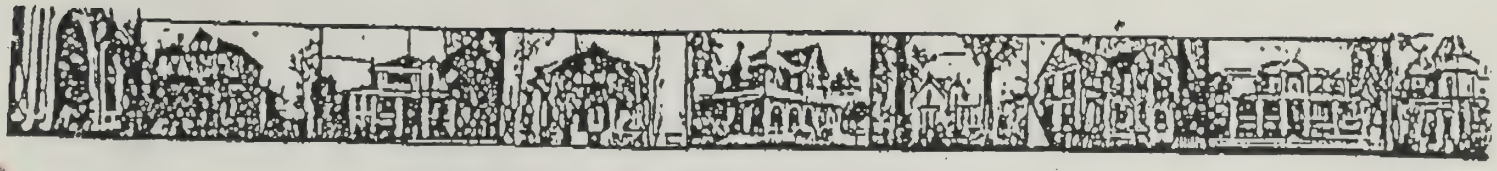
Yours truly

Marian Pacey

Marian Pacey
Environmental Committee
Hamilton Beach Preservation Committee

cc Mr. Michael Gagnon - President HBPC
Mr. Dominic Agostino
Mr. Fred Eisenberger

FROM DOE C & P 8. 8.1992 16:06 P. 3



HAMILTON BEACH PRESERVATION COMMITTEE INC
663 Beach Blvd L8H 6X8

President : Bob Jaggard-544-6518 Treasurer/Social Convenor:
Ernestine Massignani-547-2038

Environmental Working Committee
617 Beach Boulevard
Hamilton, Ontario
L8H 6X8

March 11, 1992

Messrs. Dominic Agostino
and Fred Eisenberger
Aldermen - Ward 5
City of Hamilton
71 Main Street West
Hamilton, Ontario
L8N 3T4

Dear Aldermen

As you are aware the Environmental Working Committee of our Community is working towards a cleaner environment within the Beach Community.

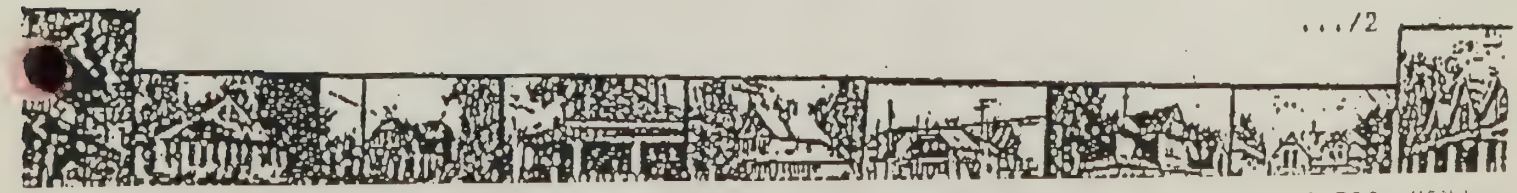
We are actively involved with the Industrial Stakeholders and MOE pertaining to emission reductions. This area of endeavour is our major priority at the present time.

MTO has contacted me since the February 13th meeting and they are proceeding with their plans to install a tree berm on both sides of the sound barrier and I feel quite confident that the tree berm will reach fruition. This berm will be extremely beneficial for future reduction of particulate fallout together with the aesthetic value.

The City Arborist has also been in touch and is willing to supply trees to the area. Tree planting along the boulevard is not advisable at the present time until the promised sewers have been installed. However, at a Hamilton Beach Preservation Committee meeting, March 3, 1992, it was mentioned to the members that should they be interested, for their own particular space, they should contact the City Arborist.

Attached is a brief summary of the committee's observations pertaining to the February 13, 1992 Public Meeting. Although there were areas of concern that promoted criticism I feel the Committee certainly accomplished a great deal of success. It is our desire to continue to work with the industry to try and reduce and hopefully virtually eliminate the major impacts we have been subjected to within our Community. This objective may seem an impossible dream but a year ago no one could imagine industry meeting with us and striving to deal with the impacts our Commmunity experiences.

.../2



FROM DOE C & P 8. 8.1992 16:07 P. 4

An area of concern that was noted in the Questionnaires was the cleanup of the Beach area, from the waters edge to the residents property lines. This is a major problem and could be detrimental to the health of the residents and to domestic animals strolling along the beach.

To my knowledge, and anyone else I have spoken with, the only cleanup the beach received last year was from the concerned residents of the Beach Community. This is not acceptable to the residents and certainly should be a source of embarrassment to the City of Hamilton when residents and visitors alike try and take pleasure in such a beautiful natural shoreline.

We as the Environmental Working Committee are not in any way trying to request development along the Beach or impeach upon the planning process in place by the Advisory Committee. Our only concern is the environmental impacts that are experienced by our community and the lack of maintenance resulting in debris left on the beach.

To my knowledge it has never been determined who should take responsibility for keeping the beach area clean and safe, however, since it is in the Hamilton area we feel the City of Hamilton or Hamilton Region Council should take the initiative to either maintain a clean and safe beach area or determine who is responsible and make arrangements to ensure the property is maintained in an environmentally sound fashion.

Many residents maintain directly behind their homes and some have gone as far a fencing areas outside their property lines, fencing is not acceptable to many of the residents, however it does show residents do care. It is time to make sure whoever is responsible for the maintenance of the area do so starting this spring and maintain a regular maintenance schedule throughout the year.

Some suggestions that may help to reduce refuse dumping:

-- post signs no dumping at all accesses to the beach and - if you can carry it to the beach you can carry it back message;

-- better marine patrol along the shoreline.

Syringes, toiletries and other such undesirable items are some of the garbage items encountered; brought up on shore by the wave action. Education and regulation of boaters would be desirable but this is a very difficult scenario. At the present time the bottom line is the beach area becomes boaters dumping ground.

Broken bottles are another safety hazard. The majority of the residents in the Beach Community are not adverse to controlled parties and gatherings on the beach as a matter of fact it is one of the pleasures of our Community. It will be suggested that the residents be more cautious of the types of containers that are beach bound.

../3

FROM DOE C & P 8. 8.1992 16:07 P. 5

However, we are not in a position to deal with the outside elements that litter the beach with broken glass and garbage. The residents should not be held totally responsible to clean other peoples garbage, the majority of residents will always endeavour to do their part as we are proud of Our Community. Proper maintenance from the responsible parties would give a clear indication to anyone using the beach this is an area that is cared for - **USE IT BUT DON'T ABUSE IT.**

There will always be individuals who will litter but last summer the uncleanliness of the beach due to lack of maintenance was disgraceful and a potential health hazard and certainly an embarrassment. **Children playing on the beach are at great risk particularly from glass and syringes that become embedded into the sand.**

I understand from Bob Jaggard a yearly citiizen's cleanup of the Beach area is usually the first week of May perhaps we could coincide the citizen's clean up with the major maintenance by the responsible parties involved.

We the Environmental Committee are requesting both our Aldermen to give this situation their immediate attention and your early response will be appreciated.

Yours truly

Marian Pacey

Marian Pacey
Chairperson

Committee Members - Joanne Davis
- Joyce Doyle
- Mary Pender
- Kristin Ronald

cc - Mr. Bob Jaggard

THE CORPORATION OF THE CITY OF
City Hall, 71 Main Street West, Hamilton, Ontario L8N 3

1 (b)

TRAFFIC DEPARTMENT

Fax No. (416) 546-2419
Tel No. (416) 546-4510
TDD:No. (416) 546-2448

1992 June 15

Mr. Michael Mollinga
112 Sterling Street
Hamilton, Ontario
L8S 4J5

Re: Intersection of Sterling Street and Dalewood Crescent - Intersection Control

Dear Sir:

This letter is further to your recent telephone conversation with Mr. Kevin Christenson, Secretary of the Transport and Environment Committee.

The Traffic Department is conducting studies on Sterling Street in the area of Dalewood Crescent and Haddon Avenue, and it is our intention to report respecting your concerns to the 1992 July 20 meeting of the Transport and Environment Committee. It is our understanding that Mr. Christenson will contact you regarding the exact time that this matter will be dealt with.

Yours truly,

Murray F. Main, P. Eng.
Director of Traffic Services

MH/jd

cc: Mr. Kevin C. Christenson, Secretary, Transport & Environment Committee
Alderman Henry Merling, Chairman, Transport & Environment Committee

J.J. SCHATZ
CITY CLERK

THE CORPORATION OF THE CITY OF HAMILTON
OFFICE OF THE CITY CLERK
71 MAIN STREET WEST
HAMILTON, ONTARIO L8N 3T4

TEL: 546-2700
FAX: 546-2095

1992 May 26

Mr. Michael Mollinga
112 Sterling Street
Hamilton, Ontario
L8S 4J5

Dear Sir:

This will acknowledge receipt of your letter dated 1992 May 20 respecting stop signs on Sterling Street at the Dalewood Crescent and Haddon Avenue intersections.

I have referred your letter to the City of Hamilton's Traffic Department for review and a report to be considered at the next meeting of the City's Transport and Environment Committee scheduled for 1992 June 22.

I will be contacting you prior to this meeting to advise you of the status of this issue. Should you require further assistance, please do not hesitate to contact me at 546-2728.

Yours truly,

Kevin C. Christenson, Secretary
Transport and Environment Committee

c.c. Mr. M. Main, P.Eng.
Director of Traffic Services
Attention: Mr. M. Hazell

Michael Mollinga
112 Sterling Street
Hamilton, Ontario
L8S 4J5
Telephone: 825-4361 (office)
526-1006 (home)

May 20, 1992

MAY 2 5 1992

Mr. Kevin Christensen
Secretary of the Transport and Environment
Committee of the City Council
City Hall
71 Main Street West
Hamilton, Ontario
L8N 3T4

Dear Mr. Christensen:

Several years ago, stop signs were erected on Sterling Street at the Dalewood Crescent and Haddon Avenue intersections. It is my understanding that this was done to reduce the speed of traffic on Sterling Street, which feeds into McMaster University.

The problem on Sterling Street was not the speed of traffic, however, but the occasional motorist speeding in violation of posted speed limits. The presence of these stop signs has had little effect on this problem. But it has created a number of other problems that I would like to bring to the Transport and Environment Committee's attention.

Since these signs were erected, the amount of congestion, noise, and air pollution has increased so dramatically that it seriously affects the quality of life of citizens living near these intersections.

Because of the increased congestion, it is now often difficult for those with driveways opening onto Sterling Street to move their own vehicles from their driveway. Before the signs were installed, there was no rush-hour congestion.

But the worst effect of these signs is the increased noise levels. A very large number of buses (including Delaware, West Hamilton, McMaster, Beeline Express, Charter, School buses and others) travel along Sterling Street. Before the signs went up these buses nearly always rolled through the intersections relatively quietly. But now every bus comes to a full stop, often with squealing brakes, then accelerates with roaring engine in a cloud of diesel exhaust. This is repeated every few minutes from early in the morning (4:30 a.m.!) until late at night (1:30 a.m.). In these environmentally sensitive times, effort should be made to encourage the smooth, efficient, and quite movement of traffic.

Sterling Street has recently become a designated bicycle route. It is my observation that 95% of cyclists completely ignore these stop signs, thus risking fines that, if students, they likely can ill afford.

It is clear that no one really benefits from the presence of these stop signs, yet they cause a great deal of needless inconvenience and suffering. I therefore request that the Committee make a recommendation to City Council in support of their removal.

Yours sincerely,

M. Mollinga

:mm

Michael Mollinga

1(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: July 10, 1992

RECEIVED

JUL 1 0 1992

CITY CLERKS

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P.Eng.
Senior Director
Roads Department

SUBJECT:

By-law to close and to authorize the sale of the public walkway, north of Larch Street.

RECOMMENDATION:

a) That the appropriate By-law for the closure and sale of the public walkway be forwarded to City Council for enactment on July 28, 1992.

b) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the by-laws.

for E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND

City Council on January 14, 1992 authorized that the by-law be prepared. We have advertised the Public Notice on Saturdays, June 30, July 7, 14 and 21, 1992, in the Spectator, pursuant to Section 301 of the Municipal Act.

KML:ljm
Encl.

cc: Mr. J. J. Schatz, City Clerk
Att: B. Carter (encl.)
cc: F. Angelici, Planning Dept.

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 92-

TO STOP-UP, CLOSE AND SELL THOSE PORTIONS OF PUBLIC WALKWAY BETWEEN LOTS 150 AND 151 PLAN 62M-89 (NORTH OF LARCH STREET)

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297 of The Municipal Act, Revised Statutes of Ontario, 1990, Chapter M.45 to stop-up, close and sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton in adopting item 18 of the 1st Report of the Transport and Environment Committee on October 29, 1991 authorized the City to stop-up, close and sell the public walkway, being more particularly described as Parts 1,2,3 and 4 on Plan 62R-8822.

AND WHEREAS The Corporation of the City of Hamilton is the owner of the above described lands.

AND WHEREAS Notice of the City's intention to pass this By-law has been published as required by Section 301 of The Municipal Act for the four consecutive weeks; namely, June 30, July 7, 14 and 21, 1992.

AND WHEREAS the Council of The Corporation of the City of Hamilton, through its Transport and Environment Committee, has heard all persons who applied to be heard, no matter whether in objection to, or in support of this By-law.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The portions of the highway described as,

   Part of Parcel Plan -1, Section M-89

   Being all of the Public Walkway, Plan M-89, designated as Parts 1,2,3 and 4 on Plan 62R-8822, subject to an easement over Parts 1 and 2 as described in Transfer 20935 L.T.

   City of Hamilton
   Regional Municipality of Hamilton-Wentworth
   being part of the Parcel.

   are hereby stopped and closed.

2. That the soil and freehold in the closed portions of the said public walkway described as Parts 1,2,3 and 4, Plan 62R-8822, be sold to: Chris K. Rhora and Gwen A. Rhora, or their successors in titlte, for the sum of $1.00 in accordance with the provisions of an Offer to Purchase, dated March 24, 1992.

3. This By-law shall come into force and effect on the date of registration in the Land Registry Office for the Registry Division of Wentworth (No. 62)

PASSED this day of A.D. 1992.

J. J. Schatz
City Clerk

R. Morrow
Mayor

PUBLIC NOTICE

HAMILTON

To stop-up close and sell the Public Walkway in the Lisgar Neighbourhood from Larch Street to Northgate Drive between Lots 150 and 151 as shown on Plan M89.

Notice is hereby given pursuant to Section 300 of The Municipal Act R.S.O. 1990, Chapter M.45 that the council of the Corporation of the City of Hamilton proposes at its meeting to be held in City Hall at 7:30 p.m. on Tuesday, July 28, 1992 to pass a by-law to stop-up, close and sell the Public Walkway in the Lisgar Neighbourhood from Larch Street to Northgate Drive on Plan M89 being Parts, 1,2,3 and 4 on Registered Plan 62R-8822.

To Chris K. and Gwen A. Rhora parts 1,2,3 and 4 on Registered Plan 62R-8822 for the sum of $1.00 all in accordance with and subject to the terms and conditions of an Agreement dated March 24, 1992.

A plan (62R-8822) showing the lands to affected and a draft of the proposed by-law may be seen in the Roads Department, 6th Floor, City Hall, Hamilton.

On Monday, July 20, 1992, at 9:30 a.m., City Council through its Transportation and Environment Committee, will hear in person, or by his counsel, solicitor or agent, any person who claims that his lands will be prejudicially affected by the said by-law and who applies to be heard. Any such person who wishes to be heard should make written application to the following individuals as soon as possible:

Mr. K. Christenson Secretary
Transport and Environment Committee
City Hall, 71 Main Street West
Hamilton, Ontario
L8N 3T4

J.J. Schatz
City Clerk
The Corporation of the
City of Hamilton

CONSENT AGENDA

Transport and Environment Committee
Monday, 1992 July 20
9:30 o'clock a.m.
Room 233, City Hall

A G E N D A

A. ADOPTION OF THE MINUTES

Minutes of the Meeting held 1992 June 22

B. DIRECTOR OF TRAFFIC SERVICES

i. **Intersection Control**

(a) Queensdale Avenue
between Upper Wentworth Street and Upper Ottawa Street

(b) Intersection of Broughton Avenue and Grayrocks Avenue

(c) Intersection of Edinburg Avenue and Fraser Avenue

(d) Intersection of Caswell Drive and Amalfi Street

(e) Intersection of Marion Avenue South and South Oval

(f) Intersections of Beaverton Drive,
Butler Drive, Cartier Crescent at Acadia Drive

(g) Falkirk East Neighbourhood

ii. **Parking Regulations**

(a) School Bus Loading Zone on Queensdale Avenue East adjacent to Highview Elementary School

(b) No. 93 Peter Street - Request for a Reserved "Permit Parking" Space for a Disabled Resident

(c) No. 180 Rosslyn Avenue North - Request for a Reserved "Permit Parking" Space for a Disabled Resident

(d) No. 93 Clinton Avenue - Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident

(e) No. 54 Kinrade Avenue - Request for a Wheelchair Loading Zone

(f) North of Jackson Street East, east of Spring Street, Driveway Clearance

(g) Rushdale Drive

(h) Ferguson Avenue South, south of Hunter Street East

(i) East Side of Mountwood Avenue, north of Rockwood Place

(j) East Side of Ferguson Avenue South between Charlton Avenue East and Foster Street

(k) Fairfield Avenue

(l) Bay Street South between Aberdeen Avenue and Inglewood Drive

(m) Apartment Building at No. 4 Pailsey Avenue South - Application for a Time Limit Exemption Permit

(n) No. 109 Elgin Street - Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident

iii. **Intersection Control/Parking Regulations**

Intersection of Essling Avenue and Borodino Court

iv. **School Patrols in the City of Hamilton**

C. COMMISSONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES

i. Proposed Railway Crossing Rehabilitation of Cannon Street at Glendale Avenue, Hamilton. C.P.Rail Mileage 0.90 Longbelt

ii. Hess Village Grand Prix Bicycle Race
Sunday, 1992 August 30

iii. Temporary Road Closure, George Street, 1992 June 20

iv. Temporary Closure of King Street West Between Sterling and South Oval, Westdale Village Festival

v. The Greater Hamilton Aquafest

vi. Fund Raising Hot Dog Sale, 50 Jackson Street West

vii. Encroachment Agreement, 337 Strathearne Avenue North

viii. Incorporating Certain City Lands into Various Streets by By-law

D. DIRECTOR OF PROPERTY

i. Office Accommodation - School Crossing Program, Traffic Department

ii. Sale of Surplus City Lands, Front of Municipal Address 112 and 116 Chesley Street

iii. Sale of Surplus City Lands Front of Municipal Address 116 Chesley Street - Part 3, Plan 62R-10628

E. **DIRECTOR OF PUBLIC WORKS**

Proposed Construction of Concrete Sidewalks:

1. Limeridge Road (north side) from approximately 400 m east of Upper Wellington Street to approximately 127 m easterly

2. Limeridge Road (south side) from Upper Wellington Street to approximately 263 m easterly and from approximately 376 m east of Upper Wellington Street to approximately 69 m easterly

F. **CITY SOLICITOR**

i. By-law to authorize the construction of local improvements of concrete sidewalks on the west side of West 33rd Street at the west end of Elmwood Avenue - $2,500.

ii. By-law to authorize the construction of local improvements of concrete sidewalks at the east end of South Bend Road East (north side) at the north end of Holt Avenue - $2,860.

iii. By-law to authorize the construction of local improvements of a concrete curb on the east side of Upper Kenilworth Avenue between Landron Avenue and Limeridge Road - $46,100.

Monday, 1992 June 22
9:30 o'clock a.m.
Room 233, City Hall

2(A)

The Transport and Environment Committee met.

Present:

Alderman H. Merling, Chairman
Alderman V. J. Agro, Vice-Chairman
Mayor R. M. Morrow
Alderman M. Kiss
Alderman B. Morelli
Alderman D. Wilson
Alderman F. Eisenberger
Alderman T. Jackson
Alderman F. D'Amico

Also Present:

Alderman D. Agostino
Alderman B. Charters
Alderman T. Anderson
Ms. L. Orban, Board of Education
Ms. S. Wilson, Board of Education
Mr. J. G. Pavelka, Chief Administrative Officer
Mr. D. Lobo, Director of Public Works
Mr. R. Meiers, Public Works Department
Mr. M. Main, Director of Traffic Services
Mr. M. Hazell, Traffic Department
Mr. J. Halliday, Environmental Services Department
Mr. G. Aston, Roads Department
Mr. D. Powers, Law Department
Mr. L. Farr, Law Department
Mr. T. Bradley, Purchasing Division
Mr. J. Vogt, Ministry of the Environment
Ms. K. Stephenson, Henkel Canada Limited
Mr. A. Yee, Ball Packaging Products Canada Inc.
Mr. Y. Kahane, R. T. Recycling Technology Inc.
Mr. G. Waxman, I. Waxman and Sons Limited
Mr. B. Marshall, Laidlaw Technologies Inc.
Mr. G. Macaluso, C.E.O., H.E.C.F.I.
Mr. J. Drake, Beasley Neighbourhood Association
Mr. K. C. Christenson, Secretary

1. DELEGATIONS

(a) **Proposed Closure - Sanford Avenue East/West Alley to North/South Alley**

The Committee was in receipt of a report dated 1992 May 20 from the Senior Director, Roads Department respecting the proposed closure - Sanford Avenue East East/West Alley to North/South Alley.

The Committee approved the following recommendation:

(a) That the City Solicitor be authorized to make an application to a District Court Judge under Section 88 of the Registry Act, R.S.O. 1990 for an order to stop-up, close and sell the unassumed east/west alleyway adjacent to No. 276 Sanford Avenue North to the north/south alleyway;

(b) That the Commissioner of Transportation/Environmental Services be directed to sign an affidavit setting out that no public funds have been expended on the alley to be closed;

(c) That the documentation regarding the application to the District Court Judge be prepared by the applicant, to the satisfaction of the City Solicitor and that the applicant be responsible for all fees payable in District Court;

(d) That the Applicant register a reference plan under The Registry Act; said plan to be prepared by an Ontario Land Surveyor, to the satisfaction of the Regional Surveyor, and that it delineate the manner in which the closed portion is to be distributed to the abutting owner and that the applicant deposit a reproducible copy of said plan, with the Regional Surveyor;

(e) That the Commissioner of Transportation/Environmental Services be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval for the proposed closing pursuant to Section 48 of the Regional Municipalities Act. R.S.O. 1990;

(f) That the Director of Property be authorized to proceed with the disposition of the subject lands to the abutting owner.

Provided the Judge's Order to close the highway is granted:

(a) That the Commissioner of Transportation/Environmental Services be directed to prepare a by-law for the sale of the closed alleyway to the abutting owner;

(b) That the City Clerk be directed to publish a notice pursuant to Section 301 of The Municipal Act, R.S.O. 1990, of the City's intention to pass the by-law.

(b) **Proposed Outdoor Boulevard Cafe, Hess Village Cafe, 18 Hess Street South**

The Committee was in receipt of a report dated 1992 June 12 from the Senior Director, Roads Department respecting the Proposed Outdoor Boulevard Cafe, Hess Village Cafe, 18 Hess Street South.

Mr. G. Aston reviewed the contents of the report and stated that the residents have been circulated with the proposal and that 8 responded to be favour and 6 residents had responded as opposed. Mr. J. Hettinga, proprietor of the Hess Village Cafe at 18 Hess Street South appeared before the Committee and stated that he had made application for the proposed cafe and that he had followed the process as spelled out by the Transportation/Environmental Services Department. Two neighbourhood residents appeared before the Committee Ms. C. Finch and Ms. L. Losly to express their concern about the noise that would be created by this Cafe. Following discussion, the Committee approved the following recommendation:

(a) That the application of D. Loyst and J. Hettinga, proprietors of the Hess Village Cafe (18 Hess Street South, Hamilton) on behalf of the owners, Chintamani Pathak and Savitri Pathak, to establish an outdoor boulevard cafe at 18 Hess Street South, measuring a total of 350.46 square feet, on the Hess Street South road allowance, be approved during the pleasure of City Council, subject to the following:

i. That the applicant and owner enter into a Boulevard Cafe Agreement in a form satisfactory to the Commissioner of Transportation/Environmental Services and the City Solicitor;

ii. That the applicant and the owner pay the processing and registration fee of $217. and first annual encroachment fee of $788.54 plus taxes, if applicable;

iii. That the applicant provide proof of $2,000,000. public liability insurance, naming the City of Hamilton and holding the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss;

iv. That the applicant occupy the licensed area of the boulevard from May 1 to October 31 of each year of the agreement, provided that all furniture, equipment, etc. be removed from the road allowance at all other times.

(b) That the Mayor, the City Clerk and the Treasurer be authorized and directed to execute the Boulevard Cafe Agreement.

Subsequently, the Committee directed that staff monitor the noise generated by the outdoor cafe and that if the noise produced by the cafe proves to be excessive that the issue be referred back to the Transport and Environment Committee.

(c) **Ministry of the Environment**
Approvals Process, Mr. J. Vogt and Mr. E. Gill

The Committee was in receipt of an information report dated 1992 June 12 from the Senior Director of Environmental Services Department respecting the Ministry of the Environment Approvals Process.

Mr. J. Vogt and Mr. E. Gill of the Ministry of the Environment appeared before the Committee and explained the process which is normally followed by the Ministry of the Environment in evaluating applications requesting Certificates of Approval from proponents wishing to carry out environmental related activities.

Following discussion, the Committee approved that the item be received.

2. CONSENT AGENDA

The Committee agreed that the following items would be removed from the Consent Agenda and placed on the Discussion Agenda:

(a) Parking Regulations - Elgin Street vicinity of Beasley Park

(b) Proposed Construction of Concrete Sidewalks on Both Side of Scenic Drive between Denlow Avenue and Upper Paradise Road

A. ADOPTION OF MINUTES

The minutes of 1992 May 4 of the Transport and Environment Committee were adopted as circulated.

B. DIRECTOR OF TRAFFIC SERVICES

i. **Neighbourhood Watch Program for the Lisgar Neighbourhood**

The Committee was in receipt of a report dated 1992 May 27 from the Director of Traffic Services respecting the Neighbourhood Watch Program for the Lisgar Neighbourhood.

The Committee approved the following recommendation:

(a) That the Lisgar Neighbourhood be designated as a Neighbourhood Watch Area; and

(b) That Neighbourhood Watch Signs for the Lisgar Neighbourhood be erected and maintained by the City Traffic Department, as long as this neighbourhood maintains an active Neighbourhood Watch Program as determined by the Regional Police Department; and

(c) That the necessary funds be charged to Account No. CH55301 75030 (Neighbourhood Watch Program).

ii. **Intersection Control**

(a) **King Street West at Dalewood Avenue/Dalewood Crescent**

The Committee was in receipt of a report dated 1992 June 10 from the Director of Traffic Services respecting a left turn prohibition at King Street West at Dalewood Avenue/Dalewood Crescent.

The Committee approved the following recommendation:

(a) That the eastbound left turn movement from King Street West to Dalewood Crescent be prohibited; and

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

(b) **East Avenue South and Webber Street**

The Committee was in receipt of a report dated 1992 June 11 from the Director of Traffic Services respecting the intersection of East Avenue South and Webber Street.

The Committee approved the following recommendation:

(a) That eastbound traffic on Webber Street be required to stop for northbound and southbound traffic on East Avenue South; and

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

(c) **Intersection of Maple Avenue and Grosvenor Avenue South**

The Committee was in receipt of a report dated 1992 May 28 from the Director of Traffic Services respecting the intersection of Maple Avenue and Grosvenor Avenue South.

The Committee approved the following recommendation:

That no action be taken on the request for four-way stop control at the intersection of Maple Avenue and Grosvenor Avenue.

(d) **Cranbrook Drive and Gretna Court**

The Committee was in receipt of a report dated 1992 May 21 from the Director of Traffic Services respecting the intersection of Cranbrook Drive and Gretna Court.

The Committee approved the following recommendation:

(a) That northbound traffic on Gretna Court be required to stop for eastbound and westbound traffic on Cranbrook Drive; and

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

(e) **Broughton Avenue and Ashridge Place**

The Committee was in receipt of a report dated 1992 June 4 from the Director of Traffic Services respecting the intersection of Broughton Avenue and Ashridge Place.

The Committee approved the following recommendation:

(a) That three-way stop control be implemented at the intersection of Broughton Avenue and Ashridge Place; and

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

(f) **Mount Albion Road and Greenhill Avenue**

The Committee was in receipt of a report dated 1992 June 10 from the Director of Traffic Services respecting the intersection of Mount Albion Road and Greenhill Avenue.

The Committee approved the following recommendation:

(a) That the westbound traffic in the north curb lane of Greenhill Avenue be required to turn right onto Mount Albion Road; and

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

(g) **Installation of Traffic Signs and Traffic Control Devices in Construction Areas**

The Committee was in receipt of a report dated 1992 May 6 from the Director of Traffic Services respecting the installation of traffic signs and traffic control devices in construction areas.

The Committee approved the following recommendation:

That the City Traffic By-law No. 89-72 be amended to authorize the Director of Traffic Services to install temporary traffic signs and other traffic control devices to accommodate traffic demands during the construction or reconstruction of public highways, public utilities, or services located thereon.

(h) **Rexford Drive and Robson Crescent**

The Committee was in receipt of a report dated 1992 June 17 from the Director of Traffic Services respecting the intersection of Rexford Drive and Robson Crescent (east and west legs).

The Committee approved the following recommendation:

(a) That three-way stop control be implemented at the intersections of Rexford Drive and Robson Crescent (east and west legs); and

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

(i) **DiCenzo Drive and Trieste Place**

The Committee was in receipt of a report dated 1992 June 17 from the Director of Traffic Services respecting the intersection of DiCenzo Drive and Trieste Place.

The Committee approved the following recommendation:

(a) That three-way stop control be implemented at the intersection of DiCenzo Drive and Trieste Place; and

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

iii. **School Crossing Guards**

(a) **Proposed Policy for Assigning School Crossing Guards on a Temporary Basis**

The Committee was in receipt of a report dated 1992 May 7 from the Director of Traffic Services respecting the proposed policy for assigning school crossing guards on a temporary basis.

The Committee approved the following recommendation:

That the Director of Traffic Services be authorized to assign School Crossing Guards on a temporary basis, subject to confirmation by the Transport and Environment Committee at the next regular meeting.

(b) **Charlton Avenue East and Walnut Street**

The Committee was in receipt of a report dated 1992 April 27 from the Director of Traffic Services respecting Charlton Avenue East and Walnut Street.

The Committee approved the following recommendation:

(a) That the existing hours of the School Crossing Guard at the intersection of Charlton Avenue East and Walnut Street be extended to include the lunch time school crossing periods; and

(b) That the lunch time school crossing service be discontinued at the intersection of Aberdeen Avenue and Queen Street South.

iv. **Parking Regulations**

(a) **Elgin Street in the vicinity of Beasley Park**

The Committee agreed that this item be placed on the discussion agenda.

(b) **Tisdale Street South between Main Street and Erie Avenue**

The Committee was in receipt of a report dated 1992 June 1 from the Director of Traffic Services respecting Tisdale Street South between Main Street and Erie Avenue.

The Committee approved the following recommendation:

(a) That in conjunction with the existing "Alternate Side Parking" regulation, a "One Hour Parking Time Limit, 24 hours a day, 7 days a week" regulation be implemented on both sides of Tisdale Avenue South between Main Street and Erie Avenue; and

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

(c) **South Side of Orphir Road between Pottruff Road South and Gailmont Drive**

The Committee was in receipt of a report dated 1992 May 25 from the Director of Traffic Services respecting the south side of Orphir Road between Pottruff Road South and Gailmont Drive.

The Committee approved the following recommendation:

(a) That the existing "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the south side of Orphir Road between Pottruff Road South and Gailmont Drive; be removed; and

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

(d) **East Side of Cathcart Street between Kelly Street and Cannon Street**

The Committee was in receipt of a report dated 1992 May 28 from the Director of Traffic Services respecting the east side of Cathcart Street between Kelly Street and Cannon Street.

The Committee approved the following recommendation:

(a) That a "One Hour Parking Time Limit, 8:00 a.m. to 8:00 p.m., Monday to Friday" regulation be implemented on the east side of Cathcart Street between Kelly Street and Cannon Street; and

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

(e) **East Side of Undercliffe Avenue, South of Aberdeen Avenue**

The Committee was in receipt of a report dated 1992 May 28 from the Director of Traffic Services respecting the east side of Undercliffe Avenue, south of Aberdeen Avenue.

The Committee approved the following recommendation:

(a) That the existing "No Parking, 9:00 a.m. to 5:00 p.m., Monday to Friday" regulation on the east side of Undercliffe Avenue be removed from Aberdeen Avenue to a point 147 feet southerly therefrom; and

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

(f) **Augusta Street between Catharine Street South and Walnut Street South**

The Committee was in receipt of a report dated 1992 May 25 from the Director of Traffic Services respecting Augusta Street between Catharine Street South and Walnut Street South.

The Committee approved the following recommendation:

(a) That a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on both sides of Augusta Street between Catharine Street South and Walnut Street South; and

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

(g) **No. 62 Peter Street**

The Committee was in receipt of a report dated 1992 April 28 from the Director of Traffic Services respecting No. 62 Peter Street.

The Committee approved the following recommendation:

(a) That the existing "Permit Parking" regulation on the north side of Peter Street which commences at a point 294 feet west of Queen Street and extends to a point 62 feet westerly therefrom be shortened such that the regulation commences at a point 316 feet west of Queen Street and extends to a point 40 feet westerly therefrom; and

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

(h) **Fairview Avenue**

The Committee was in receipt of a report dated 1992 April 10 from the Director of Traffic Services respecting Fairview Avenue.

The Committee approved the following recommendation:

(a) That the existing "Alternate Side Parking" regulation on Fairview Avenue between Cannon Street East and King Street East be replaced with a "No Parking" regulation on the east side and unrestricted parking on the west side; and

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

(i) **Young Street between Ferguson Avenue and John Street**

The Committee was in receipt of a report dated 1992 May 7 from the Director of Traffic Services respecting Young Street between Ferguson Avenue and John Street - Overnight Parking Prohibition.

The Committee approved the following recommendation:

(a) That Young Street between John Street and Ferguson Avenue be removed from the through street system such that parking may occur overnight; and

(b) That a "No Parking, 8:00 a.m. to 12:00 noon, second Tuesday of each month, April to November" regulation be implemented on the south side of Young Street between John Street and Ferguson Avenue; and

(c) That a "No Parking, 8:00 a.m. to 12:00 noon, second Wednesday of each month April to November" regulation be implemented on the north side of Young Street from John Street to Ferguson Avenue; and

(d) That the City Traffic By-law No. 89-72 be amended accordingly.

(j) **South Side of Haymarket Street, East of Hughson Street South**

The Committee was in receipt of a report dated 1992 May 7 from the Director of Traffic Services respecting the south side of Haymarket Street, east of Hughson Street South.

The Committee approved the following recommendation:

(a) That the two two-hour metered parking spaces on the south side of Haymarket Street, east of Hughson Street, be replaced with a parking prohibition commencing at Hughson Street and extending to a point 60 feet easterly therefrom; and

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

(k) **No. 590 East 27th Street**

The Committee was in receipt of a report dated 1992 April 28 from the Director of Traffic Services respecting No. 590 East 27th Street - removal of a reserved "Permit Parking" space for a disabled resident.

The Committee approved the following recommendation:

(a) That the existing "Permit Parking" regulation on the east side of East 27th Street which commences 30 feet north of Mohawk Road and extends to a point 19 feet northerly therefrom, be removed; and

(b) That the existing "Permit Parking" regulation on the west side of East 27th Street which commences 31 feet north of Mohawk Road and extends to a point 20 feet northerly therefrom, be removed; and

(c) That the City Traffic By-law No. 89-72 be amended accordingly.

(l) **No. 63 Fullerton Avenue**

The Committee was in receipt of a report dated 1992 May 4 from the Director of Traffic Services respecting No. 63 Fullerton Avenue - request for a reserved "Permit Parking" space for a disabled resident.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the west side of Fullerton Avenue commencing at a point 133 feet south of Princess Street and extending to a point 20 feet southerly therefrom; and

(b) That the Director of Traffic Services be authorized to issue one parking permit to Mrs. Isabell Dockstader, 63 Fullerton Avenue; and

(c) That the City Traffic By-law No. 89-72 be amended accordingly.

(m) **Nos. 196 and 198 Wood Street East**

The Committee was in receipt of a report dated 1992 April 29 from the Director of Traffic Services respecting Nos. 196 and 198 Wood Street East - request for reserved "Permit Parking" spaces for disabled residents.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the south side of Wood Street East commencing at a point 133 feet east of Ferguson Avenue and extending to a point 48 feet easterly therefrom; and

(b) That the Director of Traffic Services be authorized to issue one parking permit to Mr. Battram, 196 Wood Street East and Mr. Giuseppe, 198 Wood Street East; and

(c) That the City Traffic By-law No. 89-72 be amended accordingly.

(n) **No. 48 Somerset Avenue**

The Committee was in receipt of a report dated 1992 May 21 from the Director of Traffic Services respecting No. 48 Somerset Avenue - request for a reserved "Permit Parking" space for a disabled resident.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the south side of Somerset Avenue commencing at a point 165 feet west of Barnesdale Avenue North and extending to a point 25 feet westerly therefrom; and

(b) That the Director of Traffic Services be authorized to issue one parking permit to Ms. Aletha Greenly, 48 Somerset Avenue; and

(c) That the City Traffic By-law No. 89-72 be amended accordingly.

(o) **West side of Locke Street North**

The Committee was in receipt of a report dated 1992 May 28 from the Director of Traffic Services respecting the west side of Locke Street North - request for a reserved "Permit Parking" space for a disabled resident.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the west side of Locke Street North commencing at the north end and extending to a point 30 feet southerly therefrom; and

(b) That the Director of Traffic Services be authorized to issue one parking permit to Mr. Jim Chatterton, 10 Tecumseh Street; and

(c) That the City Traffic By-law No. 89-72 be amended accordingly.

(p) **No. 433 Ferguson Avenue North**

The Committee was in receipt of a report dated 1992 June 11 from the Director of Traffic Services respecting No. 433 Ferguson Avenue North - request for a reserved "Permit Parking space for a disabled resident.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the west side of Ferguson Avenue North commencing at a point 184 feet north of Ferrie Street East and extending to a point 27 feet northerly therefrom; and

(b) That the Director of Traffic Services be authorized to issue one parking permit to Mr. Beavers, No. 433 Ferguson Avenue North; and

(c) That the City Traffic By-law No. 89-72 be amended accordingly.

(q) **No. 18 Nightingale Street**

The Committee was in receipt of a report dated 1992 June 9 from the Director of Traffic Services respecting No. 18 Nightingale Street - request to remove a reserved "Permit Parking" space for a disabled resident.

The Committee approved the following recommendation:

(a) That the existing "Permit Parking" regulation on the north side of Nightingale Street commencing at a point 167 feet east of the east curb line of Steven Street and extending to a point 20 feet easterly therefrom be removed; and

(b) That the existing "Permit Parking" regulation on the south side of Nightingale Street commencing at a point 172 feet east of the east curb line of Steven Street and extending to a point 20 feet easterly therefrom be removed; and

(c) That the City Traffic By-law No. 89-72 be amended accordingly.

(r) **No. 85 Clinton Street**

The Committee was in receipt of a report dated 1992 June 12 from the Director of Traffic Services respecting No. 85 Clinton Street - request for a reserved "Permit Parking" space for a disabled resident.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the north side of Clinton Street commencing at a point 161 feet east of Barnesdale Avenue North and extending to a point 22 feet easterly therefrom; and

(b) That the Director of Traffic Services be authorized to issue one parking permit to Mrs. Borman, No. 85 Clinton Street; and

(c) That the City Traffic By-law No. 89-72 be amended accordingly.

(s) **No. 39 Leeming Street**

The Committee was in receipt of a report dated 1992 June 12 from the Director of Traffic Services respecting No. 39 Leeming Street - request for a served "Permit Parking" space for a disabled resident.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the east side of Leeming Street commencing at a point 388 feet north of Cannon Street East and extending to a point 20 feet northerly therefrom; and

(b) That a "Permit Parking" regulation be implemented on the west side of Leeming Street commencing at a point 418 feet north of Cannon Street East and extending to a point 19 feet northerly therefrom; and

(c) That the Director of Traffic Services be authorized to issue one parking permit to Mr. Ivan Rous, No. 39 Leeming Street; and

(d) That the City Traffic By-law No. 89-72 be amended accordingly.

(t) **No. 509 Dunsmure Road**

The Committee was in receipt of a report dated 1992 June 12 from the Director of Traffic Services respecting No. 509 Dunsmure Road - request for a reserved "Permit Parking" space for a disabled resident.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the north side of Dunsmure Road commencing at a point 96 feet east of Park Row extending to a point 19 feet easterly therefrom; and

(b) That a "Permit Parking" regulation be implemented on the south side of Dunsmure Road commencing at a point 94 feet east of Park Row extending to a point 26 feet easterly therefrom;

(c) That the Director of Traffic Services be authorized to issue one parking permit to Mrs. Creighton, No. 509 Dunsmure Road; and

(d) That the City Traffic By-law No. 89-72 be amended accordingly.

(u) **No. 26 Greig Street**

The Committee was in receipt of a report dated 1992 May 21 from the Director of Traffic Services respecting No. 26 Greig Street - request for a reserved "Permit Parking" space for a disabled resident.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the west side of Greig Street commencing at a point 276 feet south of Barton Street and extending to a point 22 feet southerly therefrom; and

(b) That the Director of Traffic Services be authorized to issue one parking permit to Mrs. William Hertel, 26 Greig Street; and

(c) That the City Traffic By-law No. 89-72 be amended accordingly.

(v) **No. 287 East 22nd Street**

The Committee was in receipt of a report dated 1992 June 12 from the Director of Traffic Services respecting No. 287 East 22nd Street - request to remove an existing wheelchair loading zone.

The Committee approved the following recommendation:

(a) That the existing "No Stopping, Wheelchair Loading Only, 10:00 a.m. to 8:00 p.m., 7 days a week" regulation on the east side of East 22nd Street commencing at a point 321 feet north of Fennell Avenue and extending to a point 25 feet northerly therefrom be removed; and

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

(w) **No. 661 Wilson Street**

The Committee was in receipt of a report dated 1992 May 26 from the Director of Traffic Services respecting No. 661 Wilson Street - request for a wheelchair loading zone on Gibson Avenue.

The Committee approved the following recommendation:

(a) That a "No Stopping, Wheelchair Loading Only, 10:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on the east side of Gibson Avenue commencing at a point 32 feet north of Wilson Street and extending to a point 25 feet northerly therefrom; and

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

(x) **Intersection of Tisdale Avenue North and King William Street**

The Committee was in receipt of a report dated 1992 May 25 from the Director of Traffic Services respecting the intersection of Tisdale Avenue North and King William Street - corner clearances.

The Committee approved the following recommendation:

(a) That a "No Stopping" regulation be implemented on the north side of King William Street commencing at Tisdale Avenue North and extending to a point 80 feet westerly therefrom; and

(b) That a "No Stopping" regulation be implemented on the south side of King William Street commencing at Tisdale Avenue and extending to a point 70 feet easterly therefrom; and

(c) That the City Traffic By-law No. 89-72 be amended accordingly.

(y) **North Side of Herkimer Street, east of MacNab Street**

The Committee was in receipt of a report dated 1992 April 30 from the Director of Traffic Services respecting the north side of Herkimer Street, east of MacNab Street - driveway clearance.

The Committee approved the following recommendation:

(a) That a "No Stopping" regulation be implemented on the north side of Herkimer Street commencing at a point 65 feet east of MacNab Street North and extending to a point 66 feet easterly therefrom; and

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

(z) **School Bus Loading Zone on Franklin Road adjacent to Franklin Road Elementary School**

The Committee was in receipt of a report dated 1992 May 29 from the Director of Traffic Services respecting a school bus loading zone on Franklin Road adjacent to Franklin Road Elementary School.

The Committee approved the following recommendation:

(a) That a "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the south side of Franklin Road commencing at a point 52 feet west of the west curb line of East 28th Street and extending to a point 88 feet westerly therefrom; and

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

(c) COMMISSIONER OF TRANSPORTATION/ ENVIRONMENTAL SERVICES DEPARTMENT

i. **City of Hamilton Fit Day Run and Roll, 1992 May 27**

The Committee was in receipt of a report dated 1992 May 21 from the Senior Director, Roads Department respecting the City of Hamilton Fit Day Run and Roll, 1992 May 27.

The Committee approved the following recommendation:

That the action of the Commissioner of Transportation/Environmental Services be confirmed in authorizing the application of S. Merlo-Orzel, agent for the City of Hamilton Culture and Recreation Department, to close Hunter Street West from James Street to Bay Street on Wednesday, 1992 May 27 from 6:00 p.m. to 8:00 p.m., for the City of Hamilton Fit Day Run and Roll, subject to the following conditions:

(a) That approval from Regional Police Services be received prior to consideration by City Council of an application for complete closure;

(b) That all barricading, detour signing and traffic control be subject to the direction of Regional Police Services;

(c) That all barricading be supplied by and at the expense of the applicant;

(d) That temporary road closure signs be installed in advance by the City of Hamilton Traffic Department on the affected roadways, if deemed necessary by the Commissioner of Transportation/Environmental Services;

(e) That no property owner or resident within the barricaded area be denied access to their property upon request;

(f) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services.

ii. **Presbyterian Church Reception - Jackson Street West, 1992 June 7**

The Committee was in receipt of a report dated 1992 May 26 from the Senior Director, Roads Department respecting the Presbyterian Church Reception, Jackson Street West, 1992 June 7.

The Committee approved the following recommendation:

That the action of the Commissioner of Transportation/Environmental Services be confirmed in authorizing the request of Reverend W. K. Pottinger, agent for the Presbyterian Church in Canada (St. Paul's Presbyterian Church, 70 James Street South, Hamilton L8P 2Y8) to close Jackson Street West between James Street and MacNab Street, on Sunday, 1992 June 7 from 7:00 p.m. to 11:00 p.m. for an outdoor reception subject to the following conditions:

(a) That approval from Regional Police Services be received prior to consideration by City Council of an application for a complete closure;

(b) That the applicant provide proof of $2,000,000. public liability insurance naming the Region and the City of Hamilton as an added insured party with a provision for cross liability and holding the Region and the City of Hamilton harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss;

(c) That all barricading, detour signing and traffic control be subject to the direction of Regional Police Services;

(d) That all barricading be supplied by and at the expense of the applicant;

(e) That advance temporary road closure signs be installed in advance by the City of Hamilton Traffic Department on the affected roadways if deemed necessary by the Commissioner of Transportation/Environmental Services;

(f) That the applicant ensure that clean-up operations be carried out immediately before the reopening of the roads, to the satisfaction of the Region and at the expense of the event organizer;

(g) That no property owner or resident within the barricaded area be denied access to their property upon request;

(h) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services.

iii. **Boy Scout/Girl Guide Parade**

The Committee was in receipt of a report dated 1992 May 20 from the Senior Director, Roads Department respecting the Boy Scout/Girl Guide Parade.

The Committee approved the following recommendation:

That the action of the Commissioner of Transportation/Environmental Services be confirmed in authorizing the application of L. Ellis, agent for the Boy Scouts of Canada (375 James Street South, Hamilton, L8P 3B9) to close MacNab Street South from Main Street to Jackson Street and Jackson Street from MacNab Street to City Hall parking lot, on Saturday, 1992 May 30 from 8:00 a.m. to 12:00 noon for the annual Boy Scout/Girl Guide Parade be approved subject to the following conditions:

(a) That approval from Regional Police Services be received prior to consideration by City Council of an application for a complete closure;

(b) That the applicant provide proof of $2,000,000. public liability insurance, naming the Region and the City of Hamilton as an added insured party with a provision for cross liability and holding the Region and the City of Hamilton harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss;

(c) That all barricading, detour signing and traffic control be subject to the direction of Regional Police Services;

(d) That all barricading be supplied by and at the expense of the applicant;

(e) That advance temporary road closure signs be installed in advance by the City of Hamilton Traffic Department on the affected roadways if deemed necessary by the Commissioner of Transportation/Environmental Services;

(f) That the applicant ensure that clean-up operations be carried out immediately before the reopening of the roads to the satisfaction of the Region and at the expense of the event organizer;

(g) That no property owner or resident within the barricaded area be denied access to their property upon request; and

(h) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services.

iv. **Neighbourhood Block Parties, Sunday, 1992 June 14**

The Committee was in receipt of a report dated 1992 June 12 from the Senior Director, Roads Department respecting Neighbourhood Block Parties, Sunday, 1992 June 14.

The Committee approved the following recommendation:

That the action of the Commissioner of Transportation/Environmental Services be confirmed in authorizing the applications of the following agents to temporarily close portions of the following City of Hamilton streets to hold Neighbourhood Block Parties on Sunday, 1992 June 14:

(a) P. Berquist (26 Roanoke Road, Hamilton) Roanoke Road (1:00 p.m. to 10:00 p.m.)

(b) G. Booth (2 Oak Knoll Drive, Hamilton) Dalewood Crescent between Paisley and Oak Knoll (5:00 p.m. to 9:00 p.m.)

(c) C. Cole (217 Park Row South, Hamilton) Park Row South between Lawrence and Justine (1:30 p.m. to 10:00 p.m.)

(d) J. Rumble (965 Montclair Avenue, Hamilton) Montclair Avenue between Grosvenor and Balmoral (1:00 p.m. to 6:00 p.m.)

(e) C. MacLeod (38 Fairleigh Avenue North, Hamilton) Fairleigh Avenue North between Wilson and King (1:00 p.m. to 6:00 p.m.)

(f) L. Smith (97 Arkell Street, Hamilton) Arkell Street between Paisley and Newton (12:30 p.m. to 3:30 p.m.)

Subject to the following conditions:

i. That approval from Regional Police Services be received;

ii. That the applicant obtain public liability insurance from the City of Hamilton;

iii. That all barricading, detour signing and traffic control be subject to the direction of Regional Police Services;

iv. That all barricading be supplied by and at the expense of the applicant;

v. That temporary road closures signs be installed in advance by the City of Hamilton Traffic Department on the affected roadways if deemed necessary by the Commissioner of Transportation/Environmental Services;

vi. That the applicant ensure that clean-up operations be carried out immediately before the reopening of the roads, to the satisfaction of the Region and at the expense of the event organizer;

vii. That no property owner or resident within the barricaded area be denied access to their property upon request;

viii. That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissoner of Transportation/Environmental Services.

v. **Proposed Private Crossing Agreement**
Beach Road Railway Crossing, East of Kenilworth Avenue
CN/CP Industrial Lead

The Committee was in receipt of a report dated 1992 May 27 from the Senior Director, Roads Department respecting the proposed private crossing agreement - Beach Road Railway Crossing, East of Kenilworth Avenue, CN/CP Industrial Lead.

The Committee approved the following recommendation:

That the City grant a licence agreement to Westinghouse Canada Inc. for a right of way to permit pedestrian and vehicular access between the Westinghouse parking lot and Beach Road (over land designated as Parts 1, 2, 3 and 4, Plan No. 62R-9714) provided Westinghouse Canada Inc. enter into an agreement satisfactory to the City Solicitor incorporating the following terms:

(a) That the agreement may be ended by either party on 90 days written notice;

(b) That the right of way be subject to Westinghouse Canada Inc. entering into a Private Crossing Agreement with C.N. Rail for permission to cross the rail line passing through the former Beach Road allowance at mileage 0.36 Firestone Lead HB Mileage 43.37 Grimsby Subdivision;

(c) That Westinghouse Canada Inc. agrees to indemnify the City and to provide liability insurance naming the City of Hamilton as an additional insured in an amount not less than 3 million dollars;

(d) That the required agreement form part of the Westinghouse Canada Inc. Private Crossing Agreement with C.N. Rail and the Region of Hamilton-Wentworth.

vi. **Incorporating Certain City lands into Various Streets by By-law**

The Committee was in receipt of a report dated 1992 June 12 from the Senior Director, Roads Department respecting the incorporating certain city lands into various streets by By-law.

The Committee approved the following recommendation:

(a) That the following City lands be incorporated into the road allowance as indicated below in order to complete the final street width or provide access to newly registered subdivision developments:

Greenhill Avenue	Part 3	Plan W.H.R.-89
Harbour Front Dr	Parts 1, 5, 14 20, 21 and 25	Plan 62R-12134
Chedmac Drive	Parts 1- 17 (incl) 26, 27, 28 and 29	Plan 62R-12060
Millwood Place	Part 2	Plan 62R-11979
Public Walkway	Part 4	Plan 62R-11979
Fieldway Drive	Parts 2,3,6,8,10 12, 14, 17 and 20	Plan 62R-11050
	Parts 3 and 5	Plan 62R-11929
Donn Avenue	Part 14	Plan 62R-9499
Acadia Drive	Parts 1, 13 and 28	Plan 62R-11096

(b) That the by-law to carry out the incorporation of the said lands into the foregoing streets be enacted by City Council.

(c) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the by-law.

vii. **Earthsong Festival**

The Committee was in receipt of a report dated 1992 June 11 from the Senior Director, Roads Department respecting the Earthsong Festival.

The Committee approved the following recommendation:

That the application of W. Powell, agent for the Earthsong Festival (401 Main Street West, Hamilton L8P 1K5) to temporarily close Longwood Road between Franklin and Princess Point entrance from Wednesday, 1992 July 1 at 12:00 noon to Sunday, 1992 July 5 at 11:00 p.m. to hold the annual Earthsong Festival, be approved subject to the following conditions:

(a) That approval from Regional Police Services be received prior to a complete closure;

(b) That all barricading, detour signing and traffic control be subject to the direction of Regional Police Services;

(c) That all barricading be supplied by and at the expense of the applicant;

(d) That temporary road closure signs be installed in advance by the City of Hamilton Traffic Department on the affected roadways, if deemed necessary by the Commissioner of Transportation/Environmental Services;

(e) That no property owner or resident within the barricaded area be denied access to their property upon request;

(f) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services.

viii. **Communita Racalmutese Maria S.S. Delmonte Street Closure for Fireworks Display**

The Committee was in receipt of a report dated 1992 June 12 from the Senior Director, Roads Department respecting Communita Racalmutese Maria S.S. Delmonte Street Closure for fireworks display.

The Committee approved the following recommendation:

That the action of the Commissioner of Transportation/Environmental Services be confirmed in authorizing the request of A. Castellino and B. Giglia, agents for the Communita Racalmutese Maria S.S. Delmonte (P.O. Box 83005, Jamesville, Hamilton) to close Ferguson Avenue north of Burlington Street and Dock Service Road from Ferguson Avenue to Catharine Street on Sunday, 1992 June 21 from 9:00 p.m. to midnight for a fireworks display subject to the following conditions:

(a) That approval from Regional Police Services be received prior for a complete closure;

(b) That the applicant provide proof of $2,000,000. public liability insurance naming the City of Hamilton and holding the City of Hamilton harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss;

(c) That all barricading, detour signing and traffic control be subject to the direction of Regional Police Services;

(d) That all barricading be supplied by and at the expense of the applicant;

(e) That temporary road closure signs be installed in advance by the City of Hamilton Traffic Department on the affected roadways, if deemed necessary by the Commissioner of Transportation/Environmental Services;

(f) That the applicant ensure that clean-up operations be carried out immediately before the reopening of the roads, to the satisfaction of the Region and at the expense of the event organizer;

(g) That no property owner or resident within the barricaded area be denied access to their property upon request;

(h) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services.

ix. **Annual Overload Permit - Earl Paddock Transportation Inc.**

The Committee was in receipt of a report dated 1992 March 2 from the Senior Director, Roads Department respecting an annual overload permit - Earl Paddock Transportation Inc.

The Committee approved the following recommendation:

(a) That in accordance with the City Traffic By-law No. 89-72 that Earl Paddock Transportation Inc. be given an Annual Overload Permit for the year 1992 for two (2) tractor trailers to travel upon Depew Street and Burland Crescent; and

(b) That 18% of the carrying fee of $2,667. or $480. be credited to City Account No. 25827011 (Overload Permit Fees) and that 82% or $2,187. be credited to Regional Account No. 46025 301502.

D. DIRECTOR OF PUBLIC WORKS

i. **Proposed Construction of an Independent Concrete Curb on the East Side of Upper Kenilworth Avenue between Landron Avenue and Limeridge Road**

The Committee was in receipt of a report dated 1992 June 11 from the Director of Public Works respecting the proposed construction of an independent concrete curb on the east side of Upper Kenilworth Avenue between Landron Avenue and Limeridge Road.

The Committee approved the following recommendation:

That the construction of an independent concrete curb on the east side of Upper Kenilworth Avenue from Landron Avenue to Limeridge Road proceed as a Local Improvement pursuant to Section 12 of the Local Improvement Act at an estimated gross cost of forty-six thousand, one hundred dollars ($46,100.) as provided in the 1992 portion of the 1992 - 2001 Capital Budget with a City's share of forty-six thousand, one hundred dollars ($46,100.); and,

(a) That the Finance and Administration Committee be requested to recommend a source of funds for this Capital Project; and,

(b) That the Senior Director of Roads be authorized to construct these works once all of the necessary approvals have been received.

ii. **Proposed Construction of Concrete Sidewalks:**

1. West Side of West 33rd Street at the west end of Elmwood Avenue

2. East End of South Bend Road East (north side) at the north end of Holt Avenue

The Committee was in receipt of a report dated 1992 June 12 from the Director of Public Works respecting the proposed construction of concrete sidewalks: 1. West side of West 33rd Street at the west end of Elmwood Avenue. 2. East end of South Bend Road East (north side) at the north end of Holt Avenue.

The Committee approved the following recommendation:

(a) That the construction of a concrete sidewalk on the west side of West 33rd Street at the west end of Elmwood Avenue and at the east end of South Bend Road East (north side) at the north end of Holt Avenue proceed as Local Improvements pursuant to Section 12 of the Local Improvement Act at an estimated gross cost of two thousand, five hundred dollars ($2,500.) and two thousand, eight hundred and sixty dollars ($2,860.) respectively as provided in the 1992 portion of the 1992 - 2001 Capital Budget with a City's share of two thousand, five hundred dollars ($2,500.) and two thousand, eight hundred and sixty dollars ($2,860.) respectively and no Owner's share for both projects; and

(b) That the Finance and Administration Committee be requested to recommend a source of funds for these Capital Projects; and

(c) That the Director of Public Works be authorized to construct these works once all of the necessary approvals have been received.

iii. **Proposed Construction of Concrete Sidewalks on both sides of Scenic Drive between Denlow Avenue and Upper Paradise Road**

The Committee agreed that this item be moved to the discussion agenda.

E. MANAGER OF PURCHASING

i. **Concrete Cutting and Asphalt Planing During 1992, 1993 and 1994, Public Works Department**

The Committee was in receipt of a report dated 1992 May 14 from the Assistant Manager of Purchasing respecting concrete cutting and asphalt planing during 1992, 1993 and 1994, Public Works Department.

The Committee approved the following recommendation:

(a) That purchase orders be issued as follows for concrete cutting and asphalt planing as and when required during 1992, 1993 and 1994 by the Public Works Department, being the lowest acceptable tenders received, in accordance with specifications issued by the Manager of Purchasing and Vendor's tenders, and that these expenditures be financed through various approved accounts:

Concrete Cutting	1992	1993	1994
Bigelow Brothers Construction, Mount Hope	$ 85.	$ 88.	$ 90.
M. G. Nelson Concrete Cutting, Burlington	$ 85.	$ 90.	$ 95.
plus travel time	$ 30.	$ 35.	$ 40.
Asphalt Planing			
Hard Rock Paving Company Limited, Port Colborne	$310.	$325.50	$342.
plus travel time	$ 65.	$ 68.50	$ 72.

Hourly rates with GST extra at 7%

(b) As this works is to commence as soon as possible, the above has been processed through the emergency procedures of the City of Hamilton Purchasing Policy, that states "An order can be placed upon the approval of two of the following: the Mayor, an appropriate Committee Chairman, the Chief Administrative Officer and that any action taken under this provision to be reported to the next regular meeting of City Council".

ii. **Consulting Services, Pavement Management System**

The Committee was in receipt of a report dated 1992 June 17 from the Manager of Purchasing respecting consulting services, pavement management system.

The Committee approved the following recommendation:

(a) That a purchase order be issued to Infrastructure Management Services Ltd., Toronto, in the amount of $206,400. plus applicable taxes for Consulting Services, Pavement Management System being the most acceptable of three proposals received in accordance with specifications issued by the Manager of Purchasing and Vendor's proposal.

(b) That this expenditure be financed through the Road and Sidewalk Reconstruction Programme, Pavement Management System Account No. CF5200 529242038.

(c) That a contract be entered into satisfactory to the City Solicitor.

F. INTERVIEWING COMMITTEE
PEDESTRIAN SAFETY ADVISORY SUB-COMMITTEE

The Committee was in receipt of a report dated 1992 May 21 from the Interviewing Committee, Pedestrian Safety Advisory Sub-Committee respecting Pedestrian Safety Advisory Sub-Committee appointments.

The Committee approved the following recommendation:

For the information of City Council the following individuals have been appointed as citizen members to the Pedestrian Safety Advisory Sub-Committee of the Transportation and Environment Committee as approved by the Transport and Environment Committee at its meeting held 1992 June 22:

- Wendy Moore-Spors
- Angela Maloch

3. COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES

i. **Ball Packaging Consolidation of PCB Waste at 391 Victoria Avenue North**

The Committee was in receipt of a report dated 1992 June 12 from the Senior Director, Environmental Services Department respecting Ball Packaging Consolidation of PCB Waste at 391 Victoria Avenue North.

The Committee approved the following recommendation:

(a) That the West Central Region Branch of the Ontario Ministry of the Environment (MOE) be advised that the City of Hamilton has no objection to the establishment of an outdoor PCB waste storage site by Ball Packaging Products Canada Inc., at 391 Victoria Avenue North, for the consolidation of PCB materials, from their Ontario plants; namely the Simcoe, Malton, Niagara Falls and Burlington plants provided that all environmental safeguards normally associated with this type of activity are implemented to the satisfaction of the Ministry and that all applicable City of Hamilton and Regional by-laws are complied with fully.

(b) That a copy of this report and its attachments be submitted to the West Central Region Branch of the MOE for their information.

*Alderman Kiss recorded opposed.

ii. **R. T. Recycling Technology Application for a Certificate of Approval for a Waste Disposal Site (Processing)**

The Committee was in receipt of a report dated 1992 June 12 from the Senior Director, Environmental Services Department respecting R. T. Recycling Technology Application for a Certificate of Approval for a Waste Disposal Site (Processing).

Following a brief discussion, the Committee approved the following recommendation:

(a) That the West Central Region Branch of the Ontario Ministry of the Environment (MOE) be advised that the City of Hamilton has no objection to R. T. Recycling Technology receiving a Certificate of Approval to operate a Waste Disposal Site (Processing) located at 20 Warrington Street in Hamilton, provided that all environmental safeguards normally associated with this type of activity are implemented to the satisfaction of the Ministry and that all applicable City of Hamilton and Regional by-laws are complied with fully.

(b) That a copy of this report and its attachments be submitted to the West Central Region Branch of the MOE for their consideration in the preparation of the Certificate of Approval regulating the operation of the facility proposed by R. T. Recycling Technology.

iii. **Henkel Canada Ltd. Ward Street Decommissioning Site**
- Certificate of Approval for a Waste Disposal Site (Processing)

The Committee was in receipt of a report dated 1992 June 12 from the Senior Director, Environmental Services Department respecting Henkel Canada Ltd. Ward Street Decommissioning Site - Certificate of Approval for a Waste Disposal Site (Processing).

Alderman Kiss expressed concern that the measures being taken by Henkel Canada were not sufficient and wanted assurance that area residents would not be affected,

Ms. Kay Stephenson of Henkel Canada informed the Committee that public meetings were to be held and a liaison committee to be established with the area residents and Henkel Canada to assure that the residents were aware of the measures being taken. The Chairman requested Henkel Canada to forward a letter to the Committee respecting these public meetings in order that the ward alderman would be aware of the time and date.

Following discussion, the Committee approved the following recommendation:

(a) That the West Central Region Branch of the Ontario Ministry of the Environment (MOE) be advised that the City of Hamilton has no objection to Henkel Canada Ltd. conducting a decommissioning and clean-up of their Ward Avenue plant site at 162 Ward Avenue in Hamilton provided that all environmental safeguards normally associated with this type of activity are implemented to the satisfaction of the Ministry and that all applicable City of Hamilton and Regional by-laws are complied with fully.

(b) That a copy of this report and its attachments be submitted to the West Central Region Branch of the MOE for their consideration in the preparation of the Certificate of Approval regulating the decommissioning site proposed by Henkel Canada Ltd.

iv. **Laidlaw Technologies Inc. - Application for a Certificate of Approval for a Waste Disposal Site (Processing) at 470 Kenora Avenue North (SWARU), Hamilton**

The Committee was in receipt of a report dated 1992 June 12 from the Senior Director, Environmental Services Department respecting Laidlaw Technologies Inc. - Application for a Certificate of Approval for a Waste Disposal Site (Processing) at 470 Kenora Avenue North (SWARU), Hamilton.

Following a brief discussion, the Committee approved the following recommendation:

(a) That the West Central Region Branch of the Ontario Ministry of the Environment (MOE) be advised that the City of Hamilton has no objection to Laidlaw Technologies Inc. establishing and operating a facility to solidify and neutralize fly ash from the Region's Sold Waste Reduction Unit (SWARU), provided that all environmental safeguards normally associated with this type of activity are implemented to the satisfaction of the Ministry and that all applicable City of Hamilton and Regional by-laws are complied with fully.

(b) That a copy of this report and corresponding City Council resolution be submitted to the West Central Region Branch of the MOE for their consideration in the preparation of the Certificate of Approval which would apply to the development and operation of the facility proposed by the proponent.

v. **Decontamination of PCBs by PPM Canada Inc. for Westinghouse Canada at 1632 Burlington Street East**

The Committee was in receipt of a report dated 1992 June 12 from the Senior Director, Environmental Services Department respecting the decontamination of PCBs by PPM Canada Inc. for Westinghouse Canada at 1632 Burlington Street East.

Following a brief discussion, the Committee approved the following recommendation:

(a) That the West Central Branch of the Ministry of the Environment be advised that the City of Hamilton has no objection to PPM Canada Inc. carrying out the proposed PCB destruction for Westinghouse Canada/ABB Canada at 1632 Burlington Street, Hamilton, Ontario;

(b) That the thirty (30) day notification period that is normally required after a Certificate of Approval is issued by the Ministry of the Environment be waived so that the proposed work can be carried out as scheduled;

(c) That no specific permits are required for the proposed work.

*Alderman Kiss recorded opposed to Section (b) of the recommendation.

vi. **I. Waxman & Sons Limited**
- Application for a Certificate of Approval for a Waste Disposal Site (Processing)

The Committee was in receipt of a report dated 1992 June 12 from the Senior Director, Environmental Services Department respecting I. Waxman & Sons Limited - Application for a Certificate of Approval for a Waste Disposal Site (Processing).

Following a brief discussion, the Committee approved the following recommendation:

(a) That the West Central Region Branch of the Ontario Ministry of the Environment (MOE) be advised that the City of Hamilton has no objection to I. Waxman & Sons Limited receiving a Certificate of Approval to operate a Waste Disposal Site (Processing) located at 500 Centennial Parkway North in Hamilton, provided that all environmental safeguards normally associated with this type of activity are implemented to the satisfaction of the Ministry and that all applicable City of Hamilton and Regional by-laws are complied with fully.

(b) That a copy of this report and its attachments be submitted to the West Central Region Branch of the MOE for their consideration in the preparation of the Certificate of Approval regulating the operation of the facility proposed by I. Waxman & Sons Limited.

vii. **1992 Transit Shelter Program**

The Committee was in receipt of a report dated 1992 June 12 from the Commissioner of Transportation/Environmental Services Department respecting the 1992 Transit Shelter Program.

The Committee approved the following recommendation:

(a) That the 47 proposed transit shelter locations as outlined in Appendix "A" attached hereto as candidate shelter locations for the 1992 Hamilton Street Railway Shelter Program, be approved.

(b) That Hamilton Street Railway install 27 shelters at these candidate locations in the priority indicated by the warrant scores and subject to finalizing the necessary encroachment agreements.

(c) That the remaining candidate shelter locations which do not receive a shelter through the 1992 Hamilton Street Railway Shelter Program be considered for future years.

Alderman Kiss requested that the issue of safety of Transit Shelters be forwarded to the Committee Secretary of the Regional Transportation Services Committee for inclusion on that Committee's agenda.

viii. **1992 Servicing Expenditures Related to Subdivisions**

The Committee was in receipt of a report dated 1992 June 12 from the Senior Director, Roads Department respecting the 1992 Servicing Expenditures Related to Subdivisions.

The Committee approved the following recommendation:

(a) That the portion of Section 17 of the Ninth Report of the Transport and Environment Committee adopted by City Council on 1991 June 25 which refers to the approval of engineering schedules for Bar-Brock Estates - Phase 3, Hamilton, be deleted.

(b) That the submitted schedules of works be adopted for inclusion in the Subdivision Agreements with the Owners for the estimated cost of services in:

i. "ACADIA ESTATES", Hamilton

City's Share $59,478. Owner's Share $101,845.

ii. "BAR BROCK ESTATES - PHASE 3", Hamilton
(Revised Schedules "E" and "F");

City's Share - Nil Subdivider's Share $252,970.43

iii. "PRIMECAN ESTATES", Hamilton

City's Share $328,994. Subdivider's Share $307,467.

iv. "RYMAL SQUARE ESTATES - PHASE 2", Hamilton

City's Share $13,576.80 Subdivider's Share $217,103.65

v. "SUMMERFIELD AT THE ORCHARDS", Hamilton

City's Share $139,093. Subdivider's Share $196,828.

(c) That the revised schedules of works for "Sandrina Gardens - Phase 1", Hamilton, be adopted for inclusion in the Subdivision Agreements with the Owners, and that the previously approved appropriation for the City's share be reduced from $160,296. to $55,941.

(d) That the Mayor and the City Clerk be authorized and directed to execute the proposed Subdivision Agreements with the Owners of "Acadia Estates", Hamilton, "Bar-Brock Estates - Phase 3", Hamilton, "Primecan Estates", Hamilton, "Rymal Square Estates - Phase 2", Hamilton, "Sandrina Gardens - Phase 1", Hamilton and "Summerfield at the Orchards", Hamilton.

(e) That the approval of the above-noted clauses be subject to the condition that no work has commenced on the installation of services except as provided for in sub-section (f) below.

(f) That in the event the Owners wish to proceed prior to the registration of the Final Plans and Subdivision Agreements they should be allowed to do so at their own risk provided they enter into standard agreements with the City of Hamilton for pre-servicing.

(g) That the City's share for the services in "Acadia Estates", ($59,478.), "Primecan Estates", ($328,994.), "Rymal Square - Phase 2", ($13,576.80) and "Summerfield at the Orchards", ($139,093.) be approved and that the Finance and Administration Committee recommend the source of funding for these projects.

(h) That the Commissioner of Transportation/Environmental Services be authorized and directed to prepare the necessary by-laws to:

i. Establish the extension of Duncairn Crescent easterly from the existing eastern limit to the west limit of "Summerfield at the Orchards" subdivision and,

ii. Establish the extension of Gondola Street southerly and easterly from the existing southern limit to the west limit of "Summerfield at the Orchards" subdivision as a public road allowance as shown on a Plan of Reference prepared by P. J. Sheehy, O.L.S. in order to provide road access to the "Summerfield at the Orchards" subdivision.

(i) That the Commissioner of Transportation/Environmental Services be authorized and directed to prepare the necessary by-laws to establish Part 1 of a Reference Plan prepared by P. J. Sheehy, O.L.S. as part of the Towercrest Drive road allowance in order to provide road access from Upper Wellington Street to "Primecan Estates" subdivision.

(j) That upon registration of the Final Plan of Subdivision for "The Gardens of Rymal - Phase 2", in accordance with current City policy, the Treasurer for the City of Hamilton be authorized and directed to financially compensate the Owners (Benemar Construction Inc.) in the amount of $160,000. for excess lands dedicated to the City for roadway purposes on Upper Wentworth Street which are beyond the maximum 26.0 metre width required by the City and that the Finance and Administration Committee recommend the source of funding.

(k) That the Final Plan of Subdivision for "Summerfield at the Orchards", Hamilton not be released for registration until the Final Plan of Subdivision for "Orchard Park Estates - Phase 1", Hamilton has been registered.

Alderman Wilson assumed the Chair and the Committee agreed to discuss Consent Agenda Item 2 (b) (iv) (a) Parking Regulations on Elgin Street in the vicinity of Beasley Park.

DIRECTOR OF TRAFFIC SERVICES

Parking Regulations on Elgin Street - Vicinity of Beasley Park

The Committee was in receipt of a report dated 1992 June 16 from the Director of Traffic Services respecting parking regulations on Elgin Street in the vicinity of Beasley Park.

Alderman Agro reviewed the issue of parking spaces being provided in Beasley Park for the residents on Elgin Street and stated that it would be preferable to the residents to locate these 6 parking spaces to the rear of the properties along Elgin Street in the park property.

Mr. Meiers of the Public Works Department informed the Committee that the P.R.I.D.E. funding being used to develop the parkland was not available for hard surface parking in parks.

Following considerable discussion, the Committee agreed to hear from a delegation present at the meeting respecting this issue. Mr. Jim Drake reviewed the issue of rear parking for residents along Elgin Street and stated that the proposed parking on the east side of the park was not satisfactory to those residents along Elgin Street. Mr. Macaluso reviewed the issue with the Committee and stated that he is against utilizing that portion of the park suggested for rear yard parking of those residents on Elgin Street and that consideration could be given to overnight parking on Cannon Street. Ms. Davenport, a resident of the area, stated that she required parking closer to her home as she has young children and that it would be a safety concern if she was required to park any distance from her home and walk through the park especially in the evening hours.

Following further discussion, the Committee approved that the issue of providing parking for those residents along Elgin Street within the park be referred back to staff to review all alternatives.

Subsequently, the Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the west side of Elgin Street commencing at a point 51 feet south of Cannon Street and extending to a point 60 feet southerly therefrom; and

(b) That a "No Parking" regulation be implemented on the east side of Elgin Street commencing at Cannon Street and extending to a point 76 feet southerly therefrom; and

(c) That the Director of Traffic Services be authorized to issue upon request, one parking permit to the resident of No. 146 Cannon Street East and two parking permits to the resident of No. 57 Elgin Street; and

(d) That a "One Hour Parking Time Limit, 24 hours a day, seven days a week" regulation be implemented in the parking bay on the west side of Elgin Street commencing at a point 28 feet north of Wilson Street and extending to a point 92 feet northerly therefrom; and

(e) That a "No Stopping" regulation be implemented on the west side of Elgin Street commencing at a point 120 feet north of Wilson Street and extending to the north end; and

(f) That the City Traffic By-law No. 89-72 be amended accordingly.

The Committee agreed to address item 2 (d) (iii) from the Consent Agenda.

Proposed Construction of Concrete Sidewalks on both sides of Scenic Drive between Denlow Avenue and Upper Paradise Road

Following discussion, the Committee approved that the item be tabled.

Alderman Merling then assumed the Chair.

4. DIRECTOR OF PUBLIC WORKS

i. **Enactment of a Tree By-law**

The Committee was in receipt of a report dated 1992 June 12 from the Director of Public Works respecting the enactment of a Tree By-law.

Following discussion, the Committee approved the following recommendation:

(a) That the City Solicitor be authorized and directed to prepare the necessary by-law respecting the protection of trees for submission to City Council.

(b) That the following policies and procedures be drafted by the Public Works Department and be presented to the Transport and Environment Committee and City Council when the policies are finalized:

- Protection of Trees
- Lights in Trees - Business Improvement Areas/Site Specific Locations
- Information Notice for Building Permit Application
- Criteria for Industrial Roadside Beautification Program - approved by City Council at its meeting of 1991 July 30 as Section 11 of the Tenth Report of the Transport and Environment Committee
- Sewer-Street Tree Policy - approved by City Council at its meeting of 1991 October 29

The explanatory policies and procedures are outlined in Appendix "B" attached hereto.

(c) That the Region of Hamilton-Wentworth through the Transportation Services Committee be requested to consider the adoption of a Trees By-law applicable to public trees adjacent to Regionally designated roads within the City of Hamilton.

ii. **Surface Roots - Trees within Road Allowance**

The Committee was in receipt of a report dated 1992 June 9 from the Director of Public Works respecting surface roots - trees within road allowance.

The Committee approved the following recommendation:

(a) That to the extent possible surface roots be dealt with through use of appropriate cultural practices including consideration of the following points:

i. Frequent, light watering of lawns under trees can cause an abundance of tree roots in the upper soil surface and may cause surface rooting.

ii. Improper fertilization can cause surface rooting, particularly when combined with light watering. Heavy fertilization combined with low rainfall and light watering will result in a concentration of the nutrients in the upper several inches of soil which allows for vigourous grass growth, but also may cause an abundance of tree roots very near the surface.

iii. Often times surface rooting may be caused by soil structure. A heavy, shallow clay soil can result in a concentration of roots near the surface. If the clay soil is not too thick it can be fractured by compressed air.

iv. A high water table can cause tree roots to concentrate near the surface of the soil. Sometimes better drainage of an area will allow tree roots to penetrate deeper in waterlogged soils.

(b) That the removal of the offending tree be the absolute last resort at the discretion of the City Horticulturist.

iii. **Garbage Collection**

The Committee was in receipt of a report dated 1992 May 12 from the Director of Public Works respecting garbage collection.

Alderman Agostino spoke to the issue and stated that other holidays including Christmas and Boxing Day should also be reinstated for garbage collection. Mr. Lobo stated that he would be unable to find sufficient funds for the reinstatement of Christmas and Boxing Day garbage collection.

Following considerable discussion, the Committee approved the following recommendation:

(a) That garbage collection be reinstated for the statutory holiday at Thanksgiving at a cost of approximately $18,000.

(b) That the garbage collection accounts be allowed to run into overdraft by the $18,000. and this overexpenditure be offset by the overall surplus of the Public Works Department.

iv. **Annual Tree Planting Programme on City Road Allowance**

The Committee was in receipt of a report dated 1992 June 17 from the Director of Public Works respecting the annual Tree Planting Programme on City road allowance.

The Committee approved the following recommendation:

(a) That the Director of Public Works be authorized and directed to establish an Annual Tree Planting Programme on the City Road Allowance to be included in the 1993 Capital Budget associated with new construction projects and specific locations as approved by City Council;

(b) That the 1993 Capital Budget for Road Reconstruction include an amount equivalent to one percent (1%) of the construction value, to be contained in the Annual Tree Planting Programme Account;

(c) That the Director of Public Works be directed to include a budget enhancement to cover the annual maintenance of the trees associated with this Annual Tree Planting Programme for consideration in the 1993 Current Budget estimated at $7,500. in 1993.

5. DIRECTOR OF TRAFFIC SERVICES

Residential Boulevard Parking - User Fees

The Committee was in receipt of a report dated 1992 April 6 from the Director of Traffic Services respecting Residential Boulevard Parking - User Fees.

Mr. Main informed the Committee that the fees would offset the Department's costs for the continuation of the residential boulevard parking programme.

Following considerable discussion, the Committee approved the following recommendation:

That a one time $30. application fee be established for successful applicants for residential boulevard parking.

6. ALDERMAN B. CHARTERS

Train Tracks - Stone Church Road/Dartnall Road

Alderman Charters informed the Committee that some time ago, the train tracks were removed that crossed Stone Church Road, parallel to Dartnall Road resulting in an undesirable traffic situation at this intersection and requested the Committee to propose whatever action is necessary to have this condition alleviated. Mr. Aston responded that a contractor has been hired to correct this problem and that work will commence as soon as C.N. approval is received and that the work should be complete in about 4 weeks.

7. ALDERMAN D. AGOSTINO

Walkway - Janet Court

Alderman Agostino informed the Committee of a problem regarding the walkway on Janet Court. He stated that the walkway is closed at one end and the neighbourhood children are using this as a hangout causing problems for abutting residents.

Following discussion, the Committee agreed to table this item for review with the Chairman, Alderman Agostino and the Chief Administrative Officer.

8. ALDERMAN M. KISS

No. 33 Beulah Avenue

Alderman Kiss presented the Committee with a petition signed by residents and property owners of Beulah Avenue in opposition to the approval of a front yard/boulevard parking agreement at 33 Beulah Avenue. She stated that residents are concerned that their property values may be affected if any front yard parking is allowed on that street or any other residential street in the City which has on street parking.

Mr. Main informed the Committee that the applicant had met all the requirements and followed the procedures to allow for front yard parking at this location.

The Chairman informed the Committee that the approach at 33 Beulah Avenue has been installed and that it is fully legal.

Following discussion, the Committee agreed that the City Solicitor be asked to comment on the restrictive by-law to prevent front yard parking on certain city streets.

9. SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE

9th World Clean Air Congress and Exhibition 1992 August 30 to September 4, Montreal, Quebec

The Committee was in receipt of a report dated 1992 June 15 from the Secretary, Transport and Environment Committee respect the 9th World Clean Air Congress and Exhibition 1992 August 30 to September 4, Montreal, Quebec.

The Committee approved the following recommendation:

(a) That the Chairman or his designate be authorized to attend the 9th World Clean Air Congress and Exhibition to take place 1992 August 30 to September 4, Montreal, Quebec.

(b) That costs for attendance be allocated to Aldermen Travel Account No. CH55201 10010 from the 1992 Operating Budget.

10. NEW BUSINESS

(a) **Transport and Environment Committee Meeting Schedule**

The Committee approved the following recommendation:

That the Transport and Environment Committee confirm its practice of meeting once a month or at the call of the Chairman.

(b) **School Crossing Guards - Ms. Susan Wilson, Board of Education for the City of Hamilton**

Ms. Wilson distributed correspondence to the Committee from the Principal at Holbrook Public School, the Principal at Lisgar Public School and the Principal at Helen Detwiler Junior School respecting a request for school crossing guards at locations in areas in the vicinity of the schools.

Following discussion, the Committee agreed that the item be referred to the Traffic Department and that the requested guards would be in place on the first day of school if deemed appropriate by the Traffic Department.

(c) **Discontinuance of School Bus Service**

The Committee discussed the Hamilton Board of Education's proposal for the discontinuance of school bus service to any area school children.

Following discussion, the Committee agreed that a letter by sent by the Chairman of the Committee to the Hamilton Board of Education outlining the Committee's concerns re this issue. Ms. L. Orban of the Board of Education informed the Committee that a public meeting was to be arranged by the Board of Education on Monday, 1992 June 29 at 6:15 o'clock p.m. in the Board Room at the Education Centre, 100 Main Street West, Hamilton to discuss the issue of bus reductions to City schools.

10. ADJOURNMENT

There being no further business, the Committee meeting adjourned.

Respectfully Submitted,

ALDERMAN H. MERLING, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

Kevin C. Christenson, Secretary

1992 June 22

2(BXiXa)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 June 14

REPORT TO: Kevin Christenson
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Queensdale Avenue between Upper Sherman Avenue and Upper Ottawa Street - Intersection Control. [TEC-113-92]

RECOMMENDATION:

(a) That four-way stop control be implemented at the intersection of East 33rd Street and Queensdale Avenue; and

(b) That three-way stop control be implemented at the intersection of East 36th Street and Queensdale Avenue; and

(c) That four-way stop control be implemented at the intersection of East 43rd Street and Queensdale Avenue; and

(d) That three-way stop control be implemented at the intersection of Nancy Street and Queensdale Avenue; and

(e) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1992 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required stop signs.

BACKGROUND:

In 1987 the Traffic Department reported respecting the pattern of stop control on Queensdale Avenue between Upper James and Upper Ottawa Streets. Since Queensdale is fundamentally a local residential street which runs through the centre of five residential neighbourhoods and is abutted by a number of schools, the Traffic Department recommended that the status of the roadway be downgraded by installing stop signs on Queensdale at regular intervals in the two and one-half mile section between Upper James and Upper Ottawa. Stop signs were approved for five locations on Queensdale between Upper James and Upper Sherman, but the Ward Aldermen at that time requested that the section between Upper Sherman and Upper Ottawa be dealt with at a later date.

Alderman Tom Jackson recently contacted the Traffic Department and requested an investigation into the need for stop signs on Queensdale between Upper Gage and Upper Ottawa because Highview School is being re-opened as an elementary school in September 1992. The Traffic Department concurs that it would be appropriate to install two east/west stops on Queensdale between Upper Gage and Upper Ottawa, and the intersections of Queensdale and East 43rd and Queensdale and Nancy would be suitable locations.

In order to provide a regular pattern of stop control across the entire length of Queensdale, it would also be appropriate to add east/west stop control on Queensdale at East 33rd and East 36th (between Upper Sherman and Upper Gage).

2(B)(i)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 July 09

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

RECEIVED
JUL 10 1992
CITY CLERKS

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Broughton Avenue and Grayrocks Avenue - Intersection Control. **(TEC-132-92)**

RECOMMENDATION:

a) That the existing three-way stop control at the intersection of Broughton Avenue and Grayrocks Avenue be removed; and

b) That the City By-law 89-72 be amended accordingly.

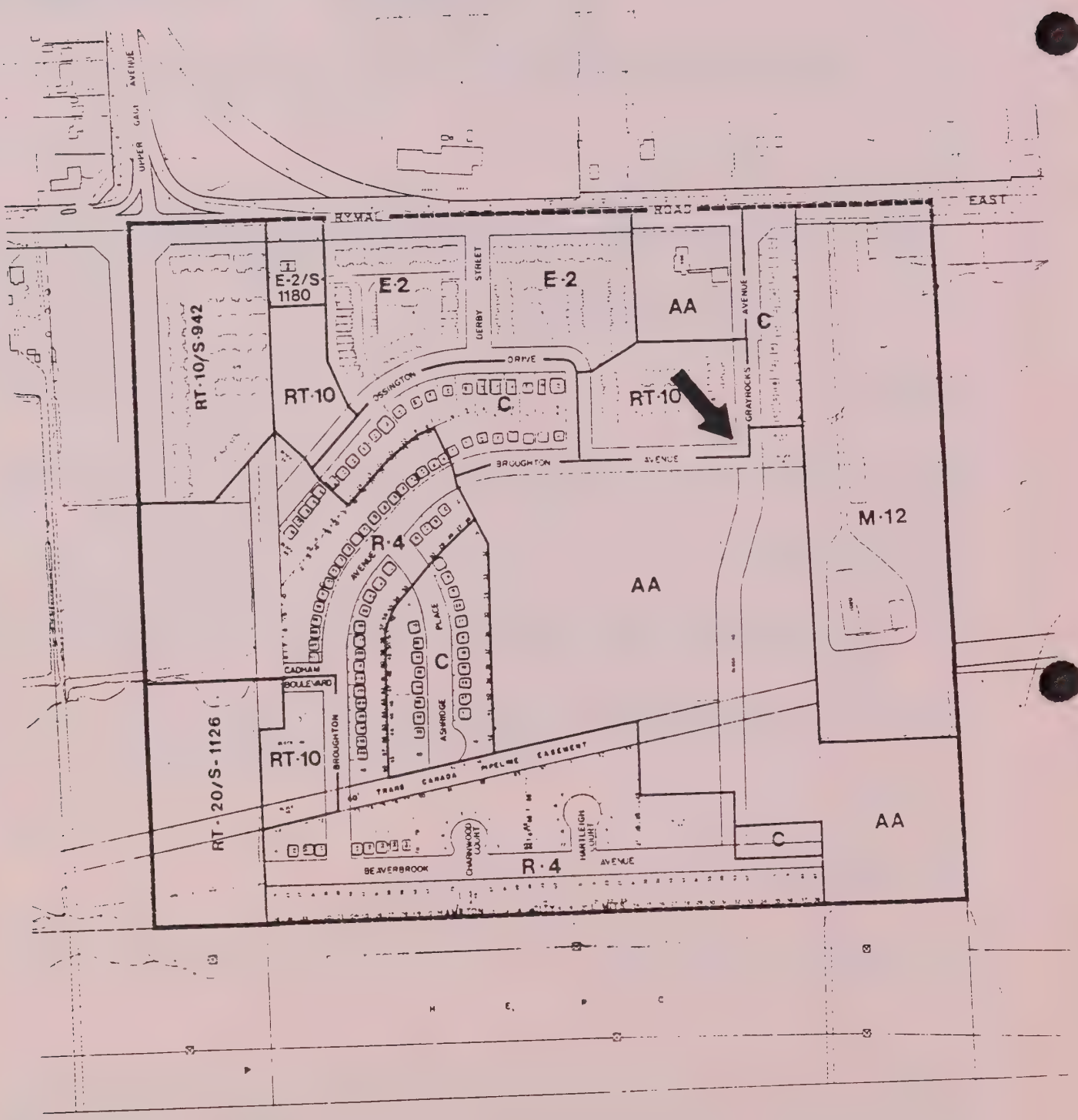
Hart Solomon FOR M.F. MAIN

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of removing the subject signs.

BACKGROUND:

The City Council, on 1991 July 30, approved the implementation of three-way stop control at the intersection of Broughton and Grayrocks and the stop signs were erected shortly thereafter. However, the Traffic Department has since been advised that Grayrocks between Broughton and Beaverbrook may not be open to vehicular traffic for some time. This intersection is merely a 90 degree turn in the roadway at the present time, and the stop signs are not required. Therefore, it would be appropriate to remove the stop signs and rescind the By-law entry until such time that the road is opened for vehicular traffic.


UPPER GAGE AVENUE
HYMAC
ROAD
EAST
E-2/S
1180
E-2
E-2
AA
C
RT-10/S-942
RT-10
DERBY STREET
DRIVE
OSSINGTON
C
RT-10
GRAYROCKS AVENUE
BROUGHTON AVENUE
M-12
R-4
AVENUE
AA
CADHAM BOULEVARD
C
ASHRIDGE PLACE
RT-20/S-1126
RT-10
BROUGHTON
6' TRANS CANADA PIPELINE EASEMENT
AA
BEAVERBROOK
CHARNWOOD COURT
R-4
HARTLEIGH COURT
AVENUE
C

2(B)(i)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 June 19

REPORT TO: Kevin Christenson
Secretary, Transport and Environment Committee

RECEIVED
JUL 10 1992
CITY CLERKS

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Edinburg Avenue and Fraser Avenue - Intersection Control. [TEC-117-92]

RECOMMENDATION:

a) That southbound traffic on Fraser Avenue be required to stop for eastbound and westbound traffic on Edinburg Avenue; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

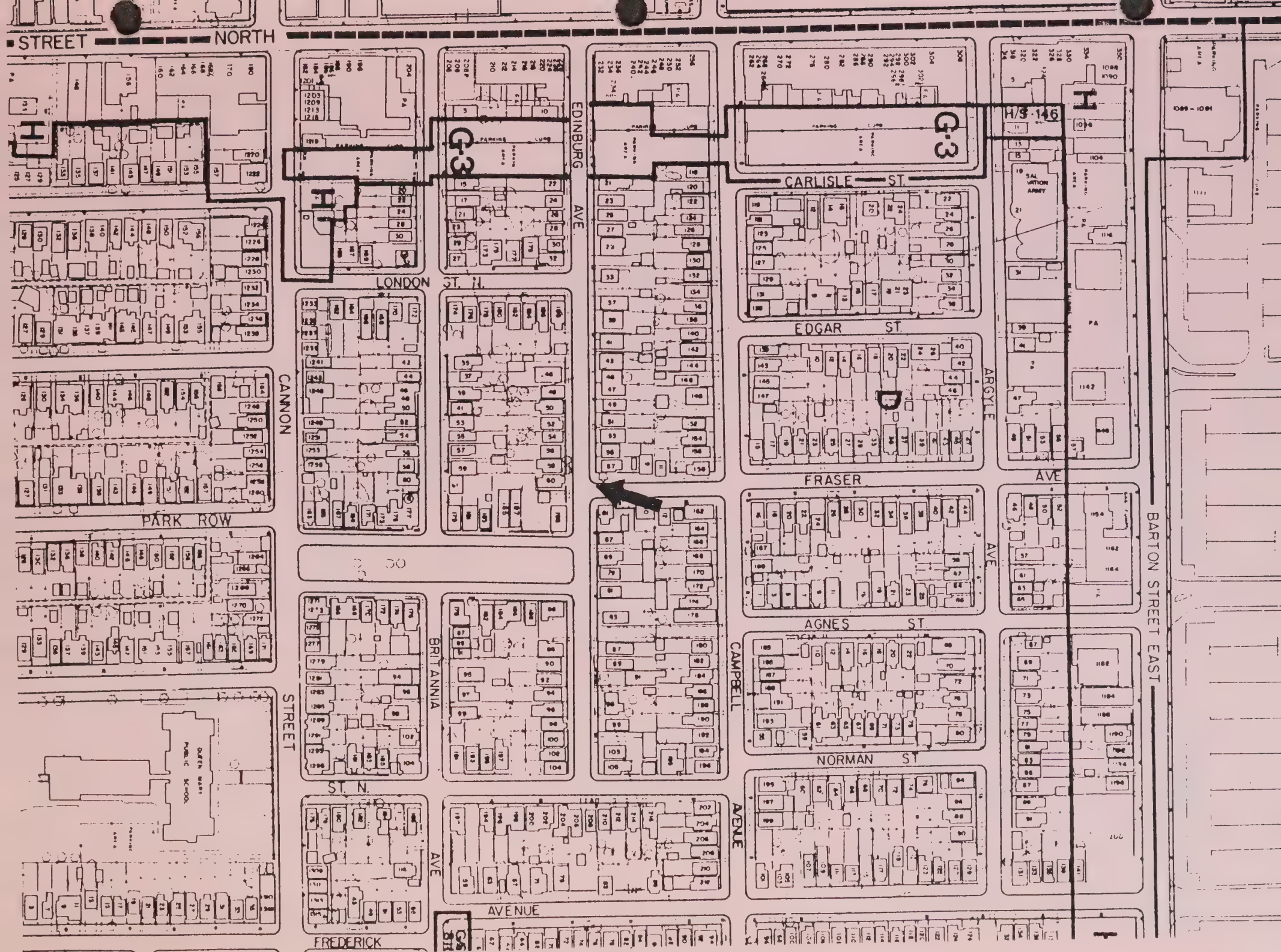
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Mr. Ian Deanes, No. 152 Britannia Avenue, that stop control be implemented at the intersection of Edinburg and Fraser.

The subject intersection is a "T" type intersection, and presently, there are no intersection control signs. Traffic Department records indicate that there has been only three reported collisions at this intersection in the past seven years. This is a reasonably good collision record for this type of intersection. However, the Traffic Department is not opposed to the principle of stopping one direction of traffic at "T" type intersections, in lieu of the otherwise applicable "right hand rule", which may not be clearly understood by all motorists. Therefore, the Traffic Department recommends that southbound traffic on Fraser be required to stop for eastbound and westbound traffic on Edinburg.


STREET
NORTH
EDINBURG AVE
LONDON ST. N.
CARLISLE ST.
EDGAR ST.
FRASER AVE
AGNES ST
NORMAN ST
CAMPBELL AVENUE
BRITANNIA STREET
CANNON ST. N.
PARK ROW
ARGYLE AVE
BARTON STREET EAST
AVENUE
FREDERICK
H/S 146
G-3
H
50

2(B)(i)(d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 June 22

REPORT TO: Kevin Christenson
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

RECEIVED
JUL 1 0 1992
CITY CLERKS

SUBJECT:

Intersection of Caswell Drive and Amalfi Street - Intersection Control. [TEC-122-92]

RECOMMENDATION:

a) That westbound traffic on Caswell Drive be required to stop for northbound and southbound traffic on Amalfi Street; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

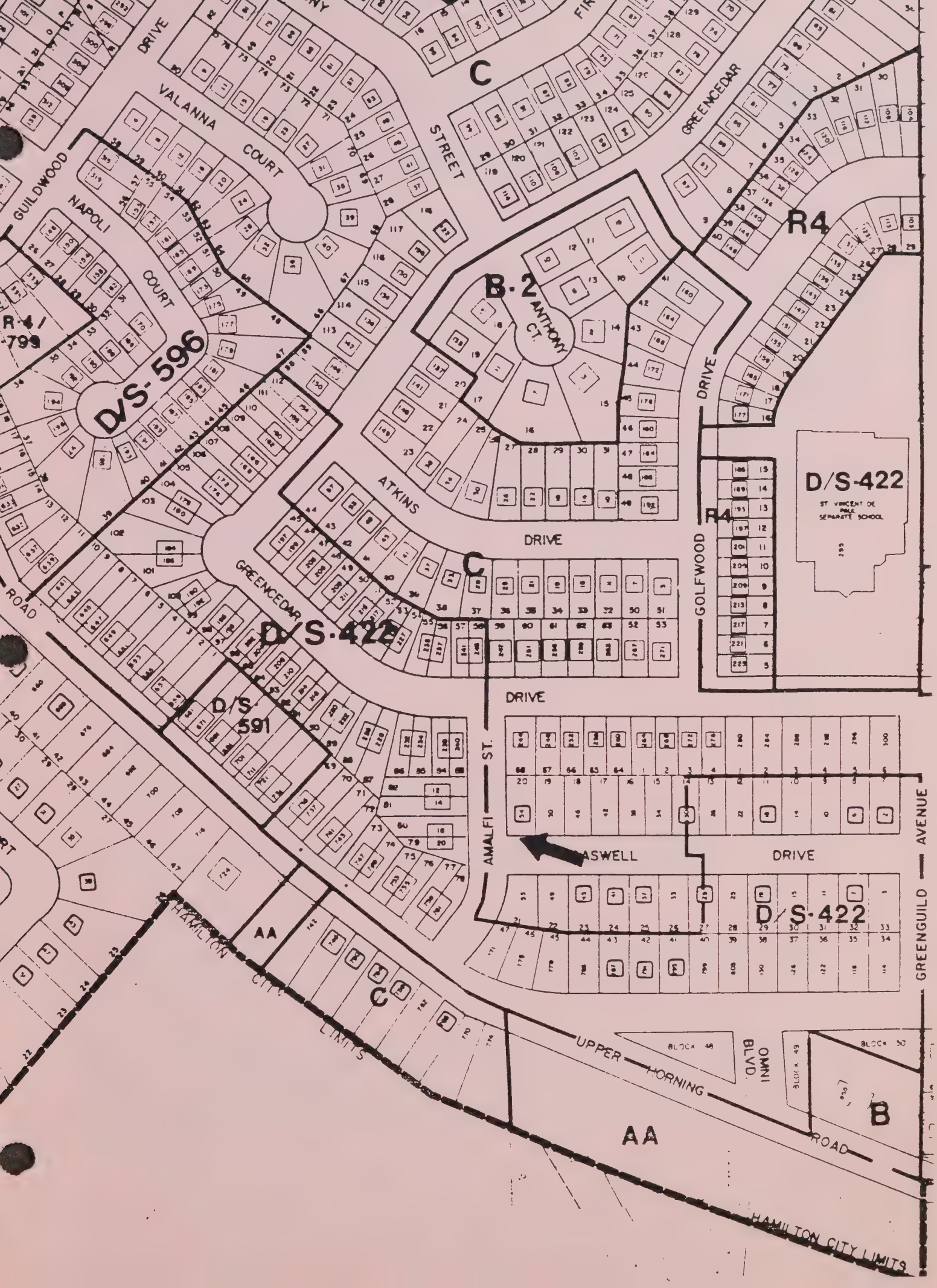
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Mrs. Lynn O'Brien, No. 41 Caswell Drive, that stop control be implemented at the intersection of Amalfi Street and Caswell Drive.

The subject intersection is a "T" type intersection, and presently, there are no intersection control signs. Traffic Department records indicate that there have been no reported collisions at this intersection since its recent construction. This is an excellent collision record for this type of intersection. However, the Traffic Department is not opposed to the principle of stopping one direction of traffic at "T" type intersections, in lieu of the otherwise applicable "right hand rule", which may not be clearly understood by all motorists. Therefore, the Traffic Department recommends that westbound traffic on Caswell Drive be required to stop for northbound and southbound traffic on Amalfi Street.


VALANNA COURT
STREET
GREENCEDAR
GUILDWOOD
NAPOLI COURT
R4
B-2
ANTHONY CT.
DRIVE
D/S-596
D/S-422
ATKINS
DRIVE
GOLFWOOD
DRIVE
D/S-422
ST. VINCENT DE PAUL SEPARATE SCHOOL
ROAD
GREENCEDAR
D/S-422
D/S 591
DRIVE
AMALFI ST.
ASWELL
DRIVE
D/S-422
GREENGUILD AVENUE
HAMILTON CITY LIMITS
AA
C
UPPER HORNING ROAD
OMNI BLVD.
B
AA
HAMILTON CITY LIMITS

2(b)(i)(e)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 June 22

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

RECEIVED
JUL 10 1992
CITY CLERKS

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Marion Avenue South and South Oval - Intersection Control. **(TEC-119-92)**

RECOMMENDATION:

That no action be taken on the request for four-way stop control at the intersection of Marion Avenue South and South Oval.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The installation of unwarranted all-way stop control at intersections such as this results in increased motor vehicle operating costs in the order to $10,000.00 annually.

BACKGROUND:

Alderman Mary Kiss and Alderman Terry Cooke have submitted a petition signed by several area residents requesting that four-way stop control be implemented at the intersection of Marion and South Oval.

The subject intersection is a four-leg intersection, and presently, eastbound and westbound traffic on South Oval is required to stop for northbound and southbound traffic on Marion. Traffic Department records indicate that the intersection has experienced an average of only 0.53 collisions per year over the past 7 1/2 years. This is a good collision record for this type of intersection.

The Traffic Department utilizes certain criteria to determine when all-direction stop control is required at an intersection because of the large number of requests for this type of device. The criteria are related to the proximity of the front door of a school, the classification of the intersecting streets, the past collision record and to severe visibility obstructions which make it necessary for all vehicles to stop. None of the criteria respecting the use of all-direction stop control are met at this location.

The Traffic Department has assessed this request, and has its usual concerns respecting unwarranted four-way stops, including the fact that there is no collision problem at this intersection, unnecessary stop signs have extremely harmful environmental affects, stop signs have no affect on the speed and volume of traffic, and unwarranted stop signs create disrespect by the motorists to the extent that the observation of stop signs is deteriorating every year.

More importantly, there is a traffic signal at the intersection of Marion and King, which is approximately 230 feet north of South Oval and Marion. Experience has shown that the erection of stop signs within 1,000 feet of a traffic signal creates a conflict for motorists, in that the motorist "attempting to make the light", fails to observe the stop sign. This could lead to a more serious condition if pedestrians crossing the street expect the motorist to stop, and the motorist fails to stop for the stop sign.

For the above-noted reasons, the Traffic Department does not support the request for all-way stop control at the intersection of Marion and South Oval.


NORTH AVENUE
OVAL WEST
OVAL
NORTH AVENUE
NORTH AVENUE
NORTH STREET
961
963
965
969
991
G
MARION STREET
SOUTH PAISLEY AVENUE
KING AVENUE
BARCLAY
ARKELL
NEWTON
SOUTH STREET
SITE PLAN CONTROL BY LAW
C/S 860
E
G
H/S-146
BOYS JUNIOR VOCATIONAL SCHOOL

2(a)(i)(f)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 July 02

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

RECEIVED
JUL 10 1992
CITY CLERKS

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersections of Beaverton Drive, Butler Drive, Cartier Crescent at Acadia Drive - Intersection Control. **(TEC-126-92)**

RECOMMENDATION:

a) That westbound traffic on Beaverton Drive be required to stop for northbound and southbound traffic on Acadia Drive; and

b) That northbound traffic on Butler Drive be required to stop for eastbound and westbound traffic on Acadia Drive; and

c) That westbound traffic on Cartier Crescent be required to stop for northbound and southbound traffic on Acadia Drive; and

d) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

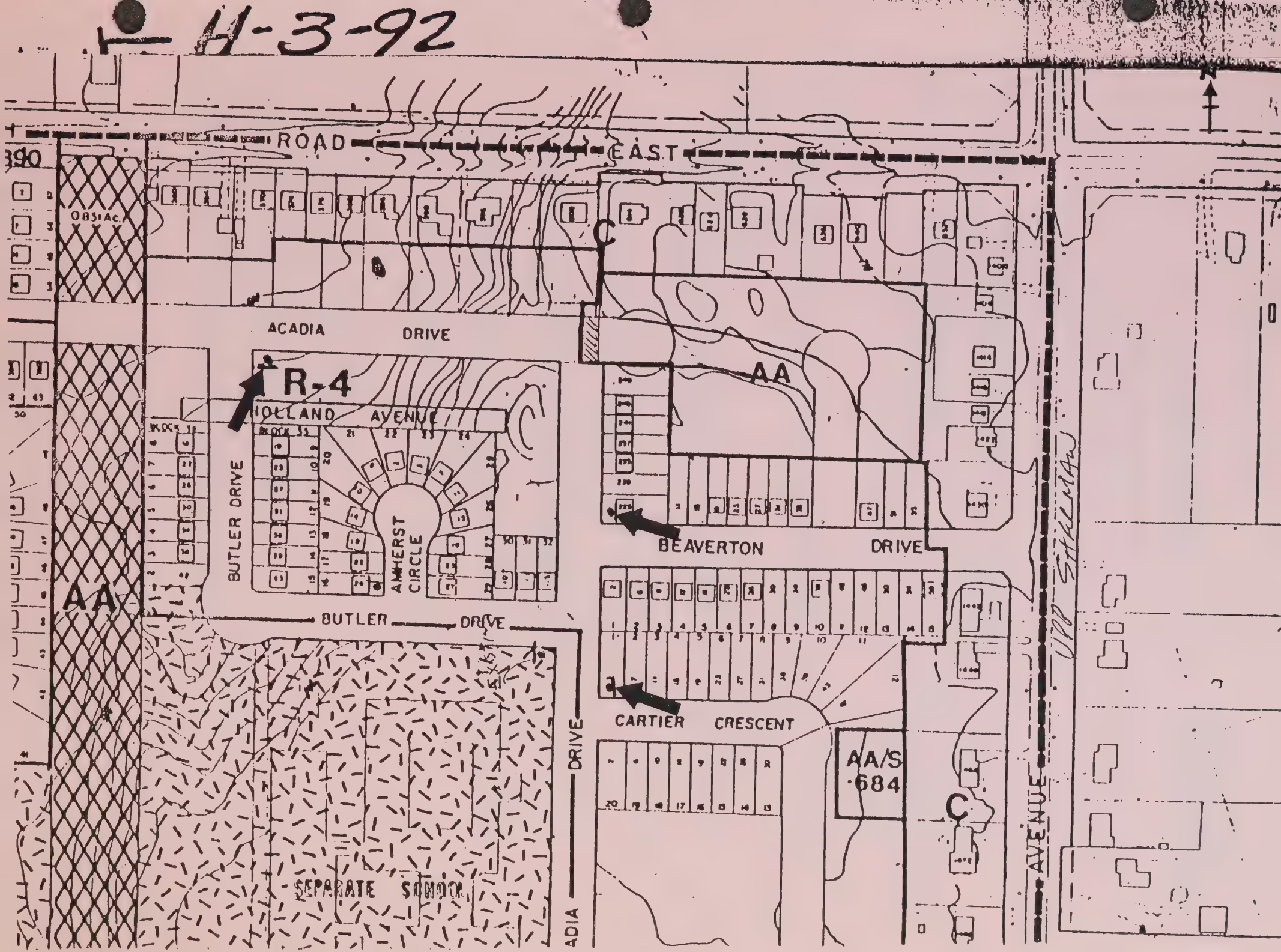
Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has been advised by the Regional Engineering Department, that several new streets in the Butler Neighbourhood are now open to vehicular traffic. The Traffic Department has reviewed this neighbourhood and recommends that stop control be implemented at three "T" type intersections.

The Traffic Department is not opposed to the principle of stopping one direction of traffic at "T" type intersections, in lieu of the otherwise applicable "right hand rule", which may not be clearly understood by all motorists. Therefore, the Traffic Department recommends that stop signs be erected on Beaverton Drive, Butler Drive, and Cartier Drive at Acadia Drive.

H-3-92


ROAD
EAST
390
0.83± Ac.
C
ACADIA
DRIVE
R-4
AA
HOLLAND
AVENUE
BUTLER DRIVE
AMHERST
CIRCLE
BEAVERTON
DRIVE
AA
BUTLER
DRIVE
CARTIER
CRESCENT
AA/S
684
C
SEPARATE SCHOOL
ADIA
DRIVE
AVENUE

2(BXi)(9)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 July 07

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

RECEIVED
JUL 1 0 1992
CITY CLERKS

SUBJECT:

Falkirk East Neighbourhood - Intersection Control. **(TEC-127-92)**

RECOMMENDATION:

a) That northbound traffic on Philomena Drive be required to stop for eastbound and westbound traffic on Claudette Gate; and

b) That northbound traffic on Spadara Drive be required to stop for eastbound and westbound traffic on Benvenuto Crescent; and

c) That eastbound traffic on Benvenuto Crescent (south leg) be required to stop for northbound and southbound traffic on Claudette Gate; and

d) That westbound traffic on Claudette Gate be required to stop for northbound and southbound traffic on Spadara Drive; and

e) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

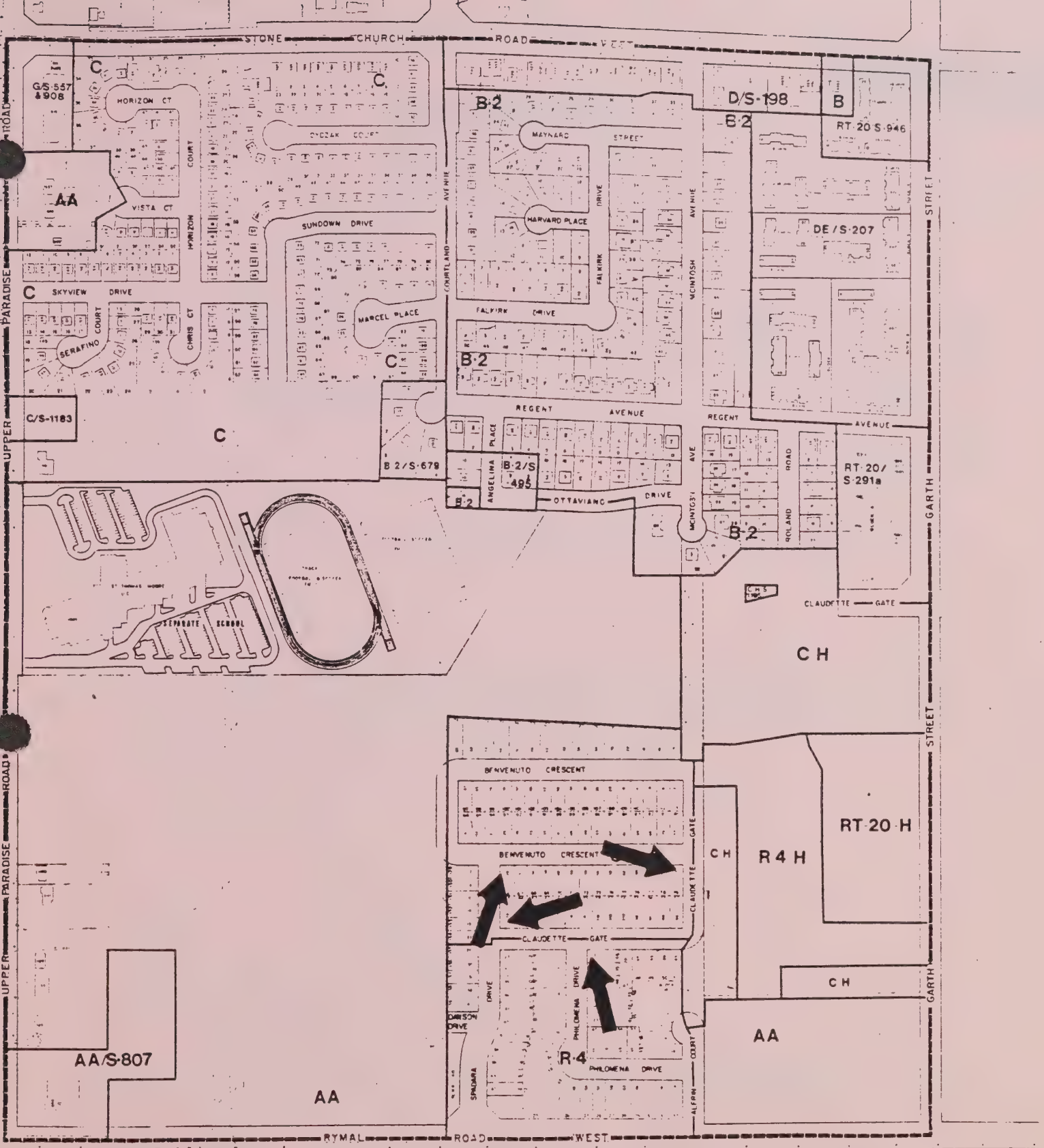
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Mrs. Mary Campagnola, No. 43 Benvenuto Crescent, that stop control be implemented at several intersections in the Falkirk East Neighbourhood which are now open to vehicular traffic. The Traffic Department has reviewed this neighbourhood and recommends that stop control be implemented at four "T" type intersections.

The Traffic Department is not opposed to the principle of stopping one direction of traffic at "T" type intersections, in lieu of the otherwise applicable "right hand rule", which may not be clearly understood by all motorists. Therefore, the Traffic Department recommends that stop signs be erected at the intersections of Philomena and Claudette, Spadara and Benvenuto, Benvenuto and Claudette, and Claudette and Spadara.


STONE CHURCH ROAD WEST
G/S-557 &908
HORIZON CT
OVERLOOK COURT
VISTA CT
HORIZON COURT
SUNDOWN DRIVE
SKYVIEW DRIVE
SERAFINO COURT
CHRIS CT
MARCEL PLACE
PARADISE ROAD
UPPER
C/S-1183
B-2/S-679
B-2/S 495
SEPARATE SCHOOL
MAYNARD STREET
HARVARD PLACE
FALKIRK DRIVE
COURTLAND AVENUE
MCINTOSH AVENUE
REGENT AVENUE
ANGELINA PLACE
OTTAVIANO DRIVE
ROLAND ROAD
D/S-198
RT-20/S-946
DE/S-207
RT-20/S-291a
GARTH STREET
CLAUDETTE GATE
BENVENUTO CRESCENT
RT-20-H
R4H
R-4
PHILOMENA DRIVE
DAWSON DRIVE
SPADARA DRIVE
ALFRIN COURT
AA/S-807
RYMAL ROAD WEST

2(B)(ii)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 June 22

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

RECEIVED
JUL 10 1992
CITY CLERKS

SUBJECT:

School Bus Loading Zone on Queensdale Avenue East adjacent to Highview Elementary School. **(TEC-118-92)**

RECOMMENDATION:

a) That a "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the south side of Queensdale Avenue East commencing at a point 33 feet west of the west curb line of Nancy Street and extending to a point 120 feet westerly therefrom; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

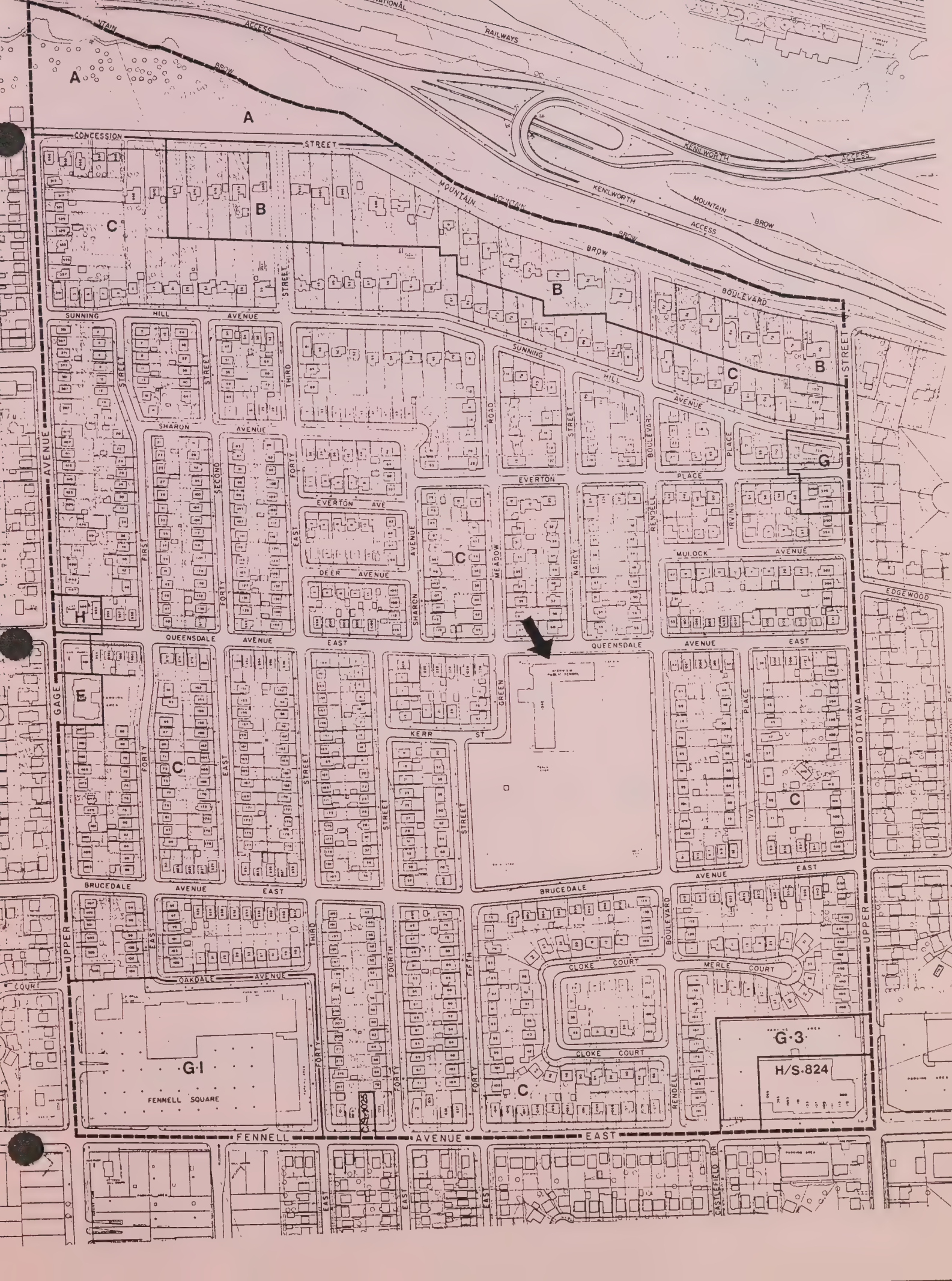
Sufficient funds have been provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Board of Education for the City of Hamilton has requested that a School Bus Loading Zone be provided on Queensdale Avenue East to service buses at Highview Elementary School. Traffic Department staff have contacted Mr. L. Evans, the Principal of the school, to review his concerns and determine what course of action is required.

The school is not currently being operated by the Board of Education but will commence operation in the Fall of 1992. Re-assignment of students on the east mountain requires that this school be re-opened and the student body will comprise of individuals located some distance from the school, thus requiring the bussing of students. In consultation with the Principal, it was decided that sufficient space should be allocated for three buses.

Currently unrestricted, the signing of the area as a School Bus Loading Zone will have no impact on neighbouring residential properties. All the homes in the area front onto the adjacent streets. Typically, much of the curb side activity will be used by private vehicles picking up and dropping off children. Although school buses are permitted to stop to load and unload children in this area, the Ontario Highway Traffic Act requires that the red signal lights on a school bus must be flashing, and vehicular traffic must stop in both directions while the loading and unloading of children is taking place, except at a designated school bus loading zone. Therefore, in order to allow vehicular traffic to proceed while loading and unloading of school children is taking place on Queensdale, the Traffic Department concurs with the request.


MOUNTAIN BROW
ACCESS
RAILWAYS
KENILWORTH ACCESS
CONCESSION STREET
SUNNING HILL AVENUE
EVERTON AVE
DEER AVENUE
QUEENSDALE AVENUE EAST
BRUCEDALE AVENUE EAST
OAKDALE AVENUE
FENNELL AVENUE EAST
MULOCK AVENUE
EDGEWOOD
MERLE COURT
CLOKE COURT
KERR ST
FENNELL SQUARE
G-1
G-3
H/S-824
OTTAWA
UPPER
GAGE
SHARON
MEADOW
NANCY
RENDELL
IRVING
IVY LEA PLACE
GREEN
BOULEVARD
ROAD
PLACE
COURT
A
B
C
G
H

2(b)(i)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 May 25

REPORT TO: Kevin Christenson
Secretary, Transport and Environment Committee

RECEIVED
JUL 10 1992
CITY CLERKS

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

No. 93 Peter Street - Request for a Reserved "Permit Parking" Space for a Disabled Resident. [TEC-93-92]

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the north side of Peter Street, commencing at a point 47 feet west of Ray Street North and extending to a point 21 feet westerly therefrom; and

b) That the Director of Traffic Services be authorized to issue one parking permit to Mr. Frank Znamecz, 93 Peter Street; and

c) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $12.00 per year charge for the parking permit will off-set the cost to some degree.

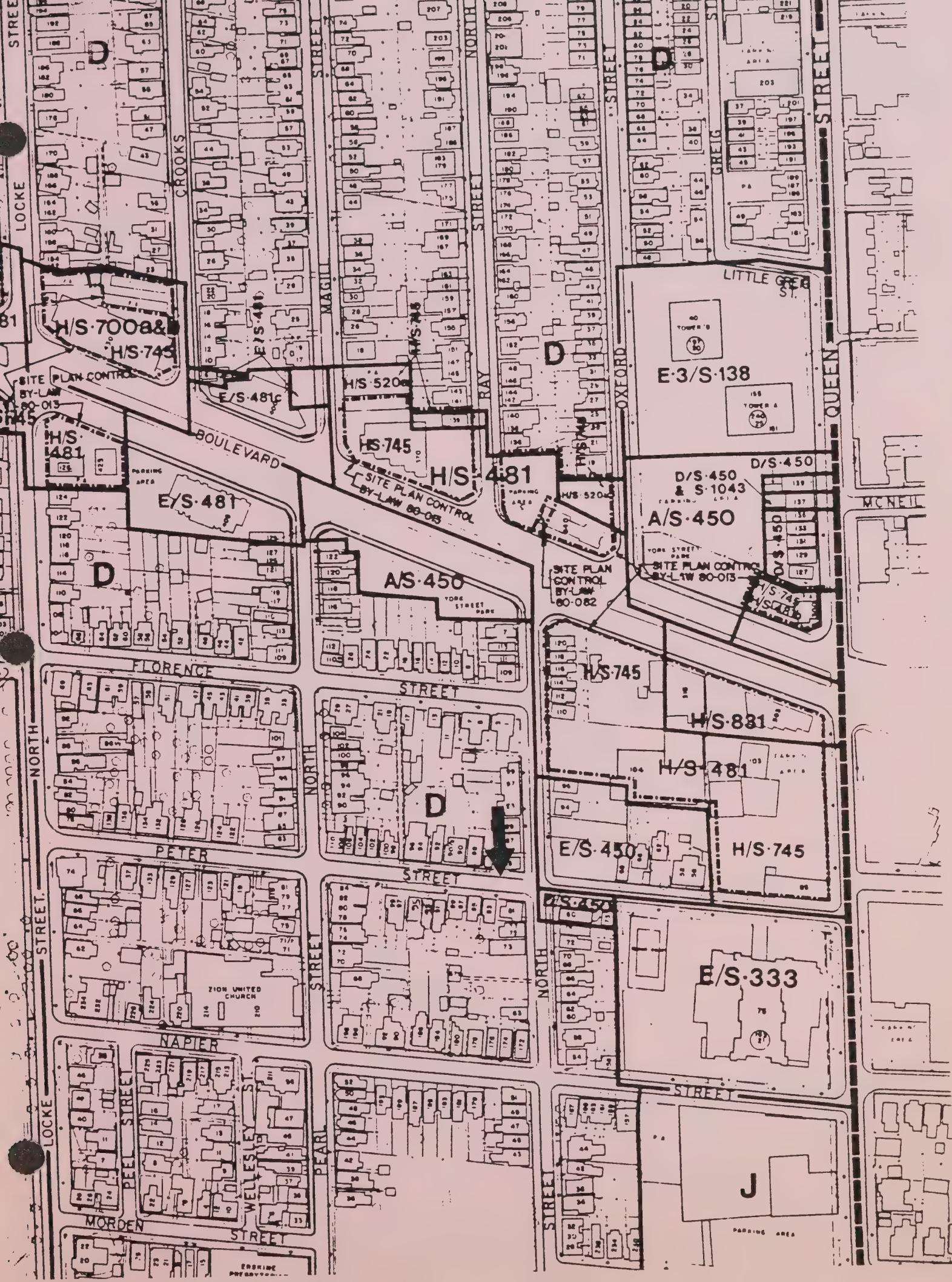
BACKGROUND:

The Traffic Department has received a request from Mr. Frank Znamecz, 93 Peter Street, that a reserved "Permit Parking" regulation be designated on the opposite side of the street from his home since he is disabled. A reserved space could not be provided directly in front of the applicant's home because this side of the street is presently signed "No Parking".

Peter has a 22 foot pavement width, and presently, parking is prohibited on the south side and there is a "Three Hour Parking Time Limit, 24 hours a day, seven days a week" regulation on the north side of Peter between Ray and Pearl.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. The Traffic Department has confirmed that Mr. Znamecz possesses a valid disabled permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, the Traffic Department concurs with the request.

The resident at 85 Ray Street North has advised that he has no objection to having the necessary signs installed on Peter adjacent to the flankage of his property.


D
H/S·700a&b
H/S·745
SITE PLAN CONTROL BY-LAW 80-013
E/S·481
H/S·520
H/S·745
H/S·481
SITE PLAN CONTROL BY-LAW 80-013
H/S·481
E/S·481
D
A/S·450
YORK STREET PARK
FLORENCE STREET
D
PETER STREET
ZION UNITED CHURCH
NAPIER STREET
MORDEN STREET
D
E·3/S·138
D/S·450 & S·1043
A/S·450
SITE PLAN CONTROL BY-LAW 80-013
D/S·450
H/S·745
H/S·881
H/S·481
E/S·450
H/S·745
E/S·333
J
LOCKE STREET
CROOKS STREET
MAGILL STREET
NORTH RAY STREET
OXFORD STREET
GREIG STREET
QUEEN STREET
LITTLE GREEN ST.
BOULEVARD
PEEL STREET
WELLESLEY ST.
PEARL STREET
NORTH STREET

2(B)(ii)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 July 09

RECEIVED

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

JUL 1 0 1992

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

CITY CLERKS

SUBJECT:

No. 180 Rosslyn Avenue North - Request for a Reserved "Permit Parking" Space for a Disabled Resident. **(TEC-133-92)**

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the east side of Rosslyn Avenue North commencing at a point 216 feet north of Cannon Street East and extending to a point 26 feet northerly therefrom; and

b) That a "Permit Parking" regulation be implemented on the west side of Rosslyn Avenue North commencing at a point 241 feet north of Cannon Street East and extending to a point 26 feet northerly therefrom; and

c) That the Director of Traffic Services be authorized to issue two parking permits to Mrs. O'Callaghan, No. 180 Rosslyn Avenue North; and

d) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $12.00 annual charge for each parking permit will off-set the cost to some degree.

BACKGROUND:

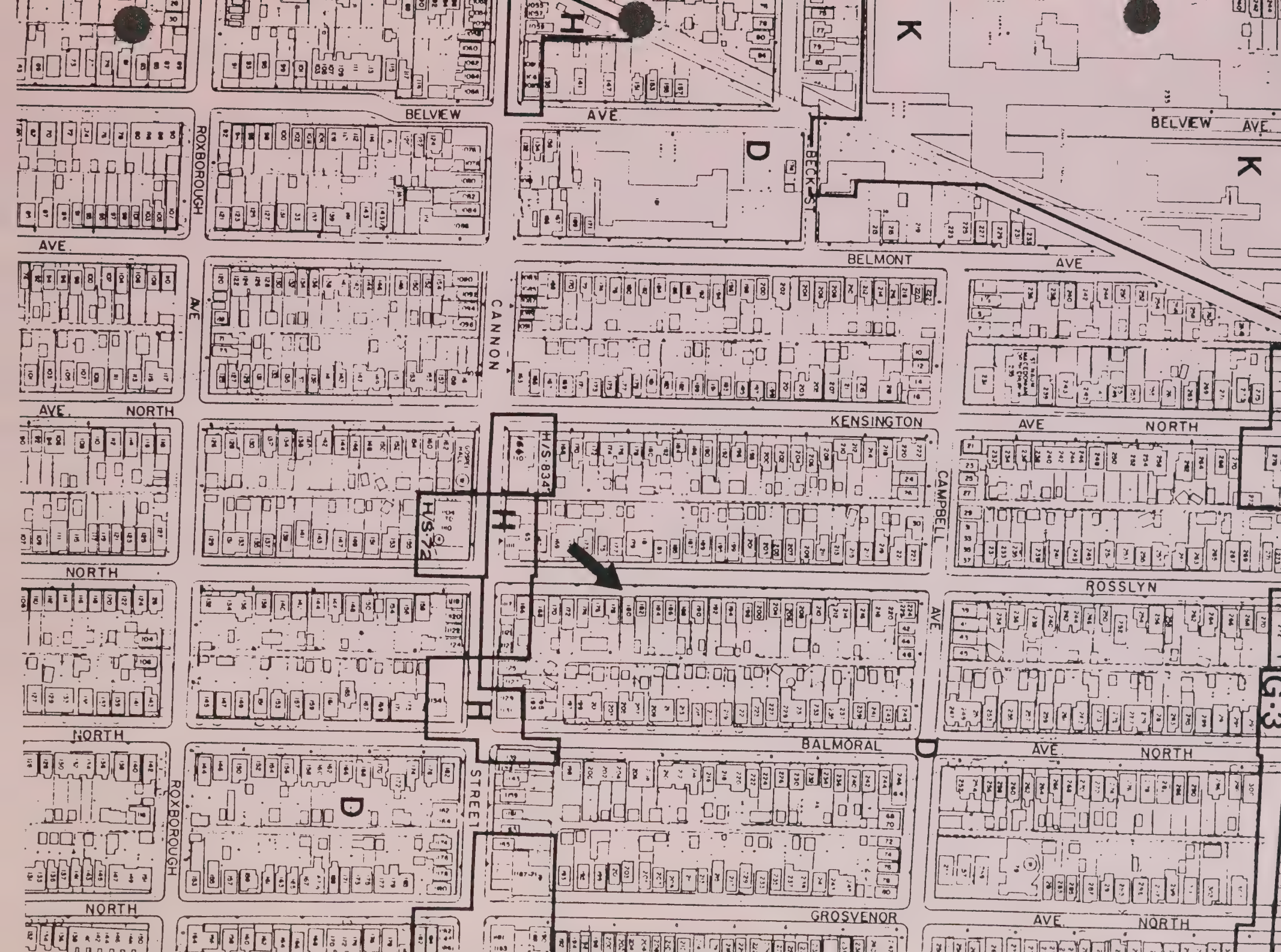
The Traffic Department has received a request from Mrs. O'Callaghan, No. 180 Rosslyn Avenue North, that a reserved "Permit Parking" space be designated on both sides of the street in front of, and opposite her home since she is disabled.

Rosslyn has a 28 foot pavement width, and presently, there is an "Alternate Side Parking" regulation on the street in this area.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents homes. This policy requires, in part, that the applicant possesses a valid disabled permit issued by the Ministry of Transportation. The Traffic Department has confirmed that Mrs. O'Callaghan possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, the Traffic Department concurs with the request.

Since there is an "Alternate Side Parking" regulation on the street, it will be necessary to designate a reserved "Permit Parking" space on the west side of the street opposite her home. This space will abut No. 181 Rosslyn Avenue North and the property owner, Mrs. Bjegovich, has advised that she has no objection to having the necessary signs installed in front of her property.

Mrs. O'Callaghan has requested two permits since she and her husband frequently exchange vehicles. However, only one vehicle would be permitted to park in the signed "Permit Parking" area at any given time. The Traffic Department does not have any objection to this request.


BELVIEW
AVE.
ROXBOROUGH
AVE.
BECK ST.
BELVIEW AVE.
BELMONT
AVE
CANNON
AVE.
NORTH
KENSINGTON
AVE
NORTH
H/S 834
H/S 42
CAMPBELL
NORTH
ROSSLYN
AVE
BALMORAL
AVE.
NORTH
ROXBOROUGH
STREET
NORTH
GROSVENOR
AVE.
NORTH
G-3

2(b)(i)(d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 July 9

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

RECEIVED
JUL 10 1992
CITY CLERKS

SUBJECT:

No. 93 Clinton Avenue - Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident. **(TEC-136-92)**

RECOMMENDATION:

a) That the existing "Permit Parking" regulation on the north side of Clinton Avenue commencing at a point 310 feet west of Lottridge Street and extending to a point 23 feet westerly therefrom be removed; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Hart Solomon FOR M.F. MAIN

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of removing the subject signs.

BACKGROUND:

The City Council, on 1992 March 23, approved a request from Ms. Jennette Ducharme, No. 93 Clinton Avenue, to designate a reserved "Permit Parking" space on the street in front of her home as she is disabled. However, Ms. Ducharme has recently advised that she will be moving on 1992 August 01, and has requested that the "Permit Parking" regulation be removed.

The Traffic Department has reviewed this matter and concurs with this request.

K
PRINCESS STREET
D
CLINTON STREET
NORTH AVENUE
G-3
H
BARTON STREET EAST
C
C/S 1036
C/S 1036a
ROSEMONT AVENUE
SOMERSET AVENUE
A/S-683a
A
CANNON STREET EAST
SHERMAN AVENUE
KING STREET EAST
DE-2
H/S-631
H/S-579a
S-579
H/S-794
LLOYD AVENUE
GAGE AVENUE
CHAPPLE AVENUE
PROSPECT ST NORTH
EDWARD STREET
BARNESDALE AVENUE
LOTTRIDGE STREET
MELROSE AVENUE
SENATOR AVENUE
GARFIELD AVE N
FAIRHOLT RD N
CONNAUGHT AVE NORTH
BALSAM AVE
DE-2 S-1040
DE-2 S-1041

2(b)(iii)(e)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 July 08

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

RECEIVED
JUL 10 1992
CITY CLERKS

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

No. 54 Kinrade Avenue - Request for Wheelchair Loading Zone. **(TEC-129-92)**

RECOMMENDATION:

a) That a "No Stopping, Wheelchair Loading Only, 9:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on the east side of Kinrade Avenue commencing at a point 517 feet south of Barton Street East and extending to a point 30 feet southerly therefrom; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

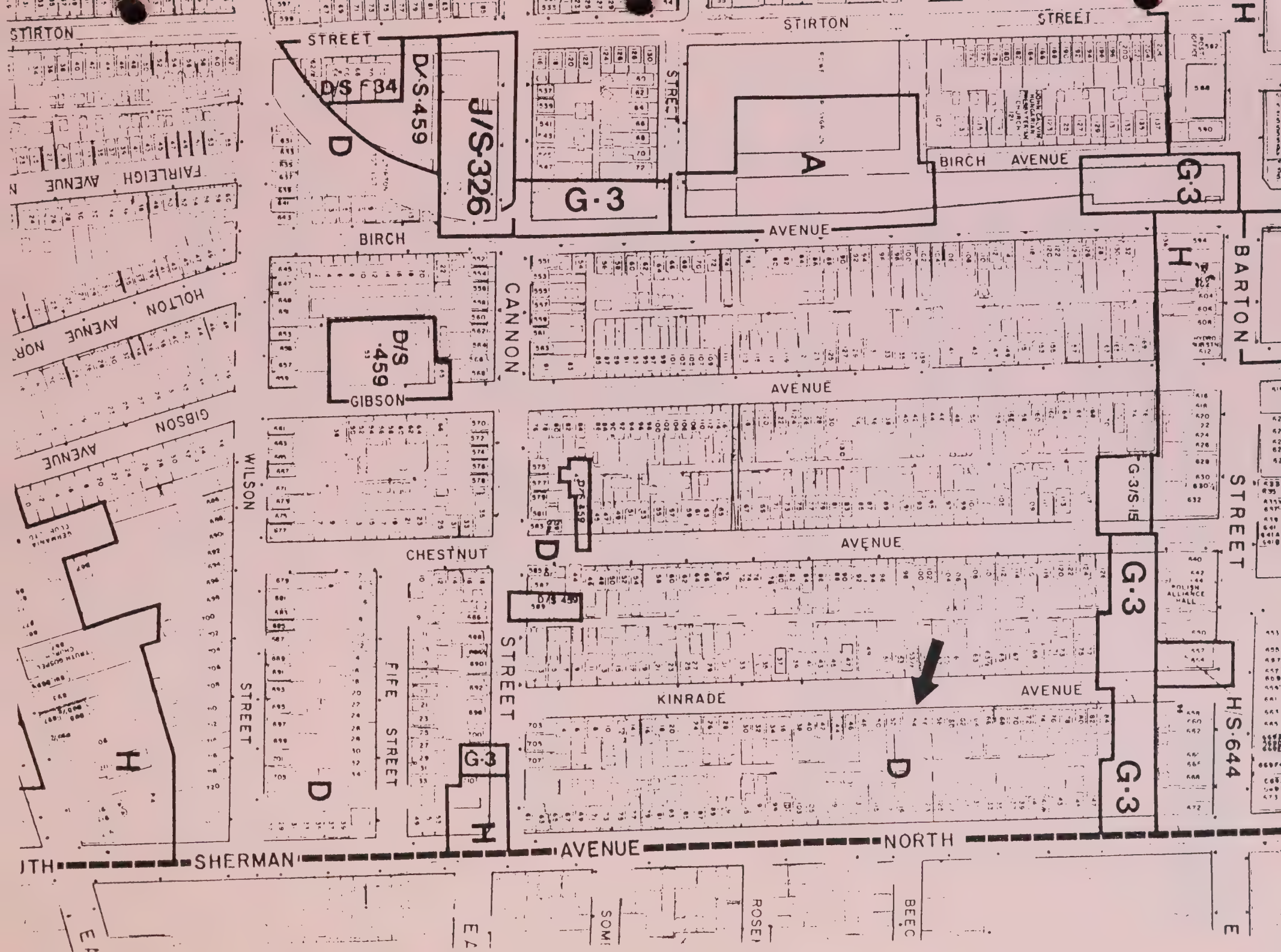
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a letter from Ms. Helen Dale, Urban Native Homes Incorporated, the owners of No. 54 Kinrade Avenue, as well as the tenant Ms. Madeline Lewis, requesting that a "No Stopping, Wheelchair Loading Only" regulation be designated on the east side of the street directly in front of Ms. Lewis' home since she is disabled and requires the use of Darts buses many times a week for doctor appointments and shopping.

Kinrade has a 26 foot pavement width, and presently, there is an "Alternate Side Parking" regulation on the street in this area such that parking is prohibited on the west side of the street during the winter months. The implementation of the requested regulation would result in the loss of only one legal on-street parking space directly in front of the applicant's property. However, the applicant has agreed to limit the hours of the regulation such that the space would be available for parking after 5:00 p.m. each evening and on weekends. Therefore, the Traffic Department does not anticipate any parking problems for area residents and concurs with this request.


STIRTON
STREET
D/S 459
D/S 434
D/S 326
G-3
A
BIRCH
AVENUE
BARTON
CANNON
GIBSON
CHESTNUT
KINRADE
FIFE STREET
WILSON
SHERMAN
NORTH
H/S 644
G-3/S-15
FAIRLEIGH AVENUE
HOLTON AVENUE
GIBSON AVENUE

2(8Xii)(f)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 July 09

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

RECEIVED
JUL 10 1992
CITY CLERKS

SUBJECT:

North Side of Jackson Street East, east of Spring Street - Driveway Clearance. **(TEC-135-92)**

RECOMMENDATION:

a) That the existing "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the north side of Jackson Street East commencing at a point 53 feet east of Spring Street and extending to a point 97 feet easterly therefrom, be shortened such that the regulation commences at a point 53 feet east of Spring Street and extends to a point 65 feet easterly therefrom; and

b) That the existing "No Parking" regulation on the north side of Jackson Street East which commences at Wellington Street South and extends to a point 150 feet westerly, be extended, such that the regulation commences 118 feet east of Spring Street and extends to Wellington Street South; and

c) That the City Traffic By-law 89-72 be amended accordingly.

H. T. Coleman FOR M.F. MAIN

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

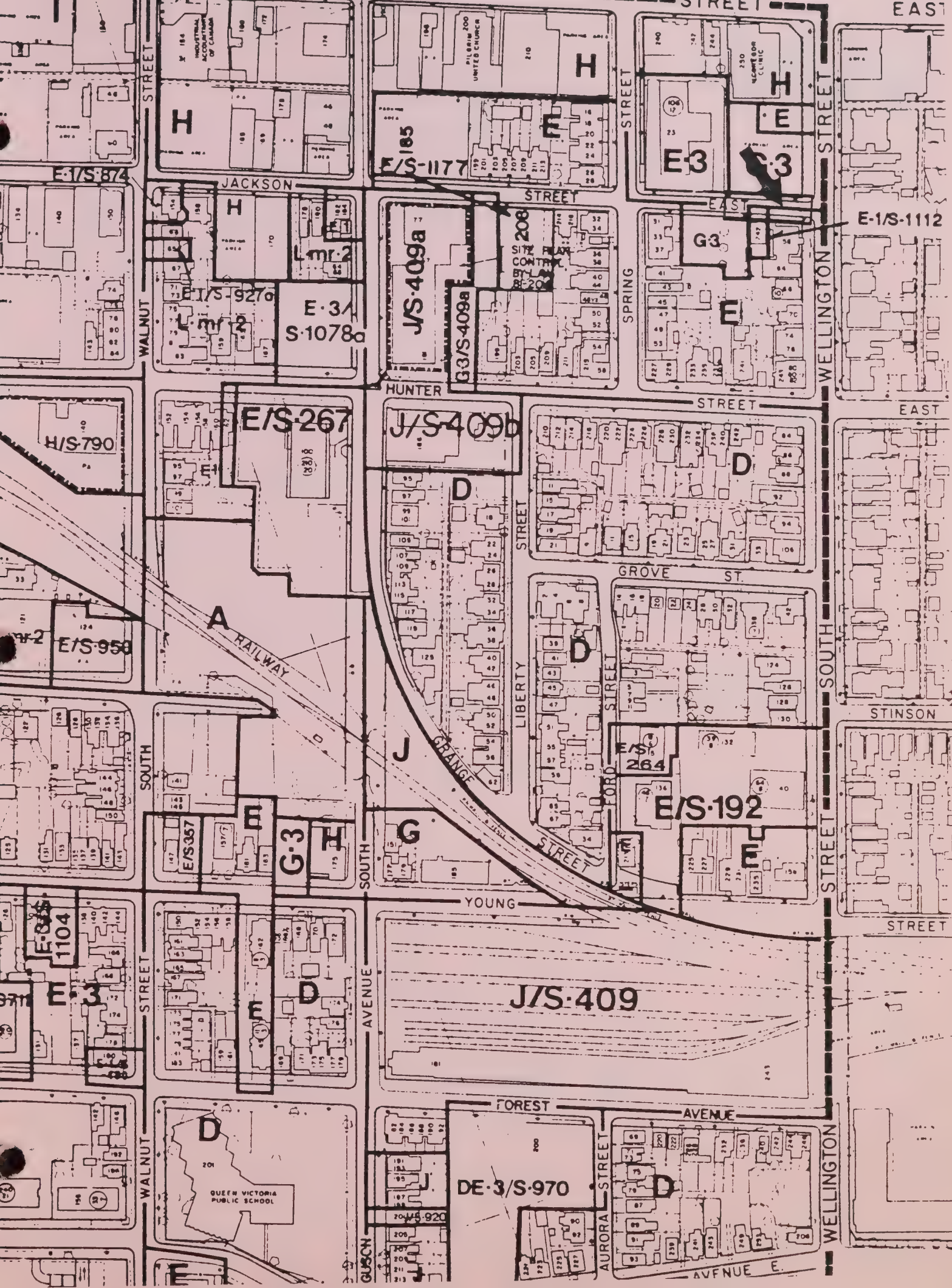
Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Mr. Robert Miles, Superintendent of the apartment building at No. 23 Spring Street, that the existing "One Hour Parking Time Limit" regulation on the north side of Jackson, east of Spring be shortened to facilitate truck turning movements into and out of the loading docks to the apartment building.

Jackson has a 27 foot pavement width, and presently, there is a "No Parking" regulation on both sides of the street in this area except for a "One Hour Parking Time Limit" regulation on the north side of the street immediately west of the subject driveway. There is also a 53 foot "No Stopping" regulation on the north side of Jackson immediately east of Spring.

The extension of the "No Parking" regulation will result in the loss of only one legal on-street parking space immediately adjacent to this apartment building. However, since this building provides sufficient off-street parking in accordance with the current zoning requirements, the Traffic Department does not anticipate any parking difficulties for area residents and concurs with the request.


STREET
EAST
H
E
E3
G3
E-1/S-1112
E/S-1177
E/S-185
JACKSON
STREET
WALNUT
STREET
E-1/S-874
E-1/S-927a
E-3/S-1078a
J/S-409a
G3/S-409a
SITE PLAN CONTROL BY-LAW 82-208
SPRING
WELLINGTON
STREET
HUNTER
STREET
EAST
H/S-790
E/S-267
J/S-409b
D
STREET
GROVE ST.
SOUTH
STREET
WELLINGTON
A
RAILWAY
LIBERTY
STREET
FORD
STREET
E/S-264
E/S-192
STINSON
STREET
GRANGE
STREET
SOUTH
E/S-957
G-3
H
G
J
SOUTH
YOUNG
STREET
E-3/S-1104
E-3
STREET
AVENUE
J/S-409
D
E
WALNUT
STREET
QUEEN VICTORIA PUBLIC SCHOOL
FOREST
AVENUE
DE-3/S-970
J/S-920
AURORA
STREET
WELLINGTON
STREET
AVENUE E.
QUEEN

2(8)(i)(g)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 June 19

REPORT TO: Kevin Christenson
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

RECEIVED
JUL 10 1992
CITY CLERKS

SUBJECT:

Rushdale Drive - Parking Regulations. [TEC-121-92]

RECOMMENDATION:

a) That parking be prohibited on the west side of Rushdale Drive commencing at a point 102 feet south of the extended south curb line of Ruby Street and extending to a point 68 feet southerly therefrom; and

b) That parking be prohibited on the north side of Rushdale Drive commencing at the west curb line of Rushdale Drive and extending to a point 137 feet westerly therefrom; and

c) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

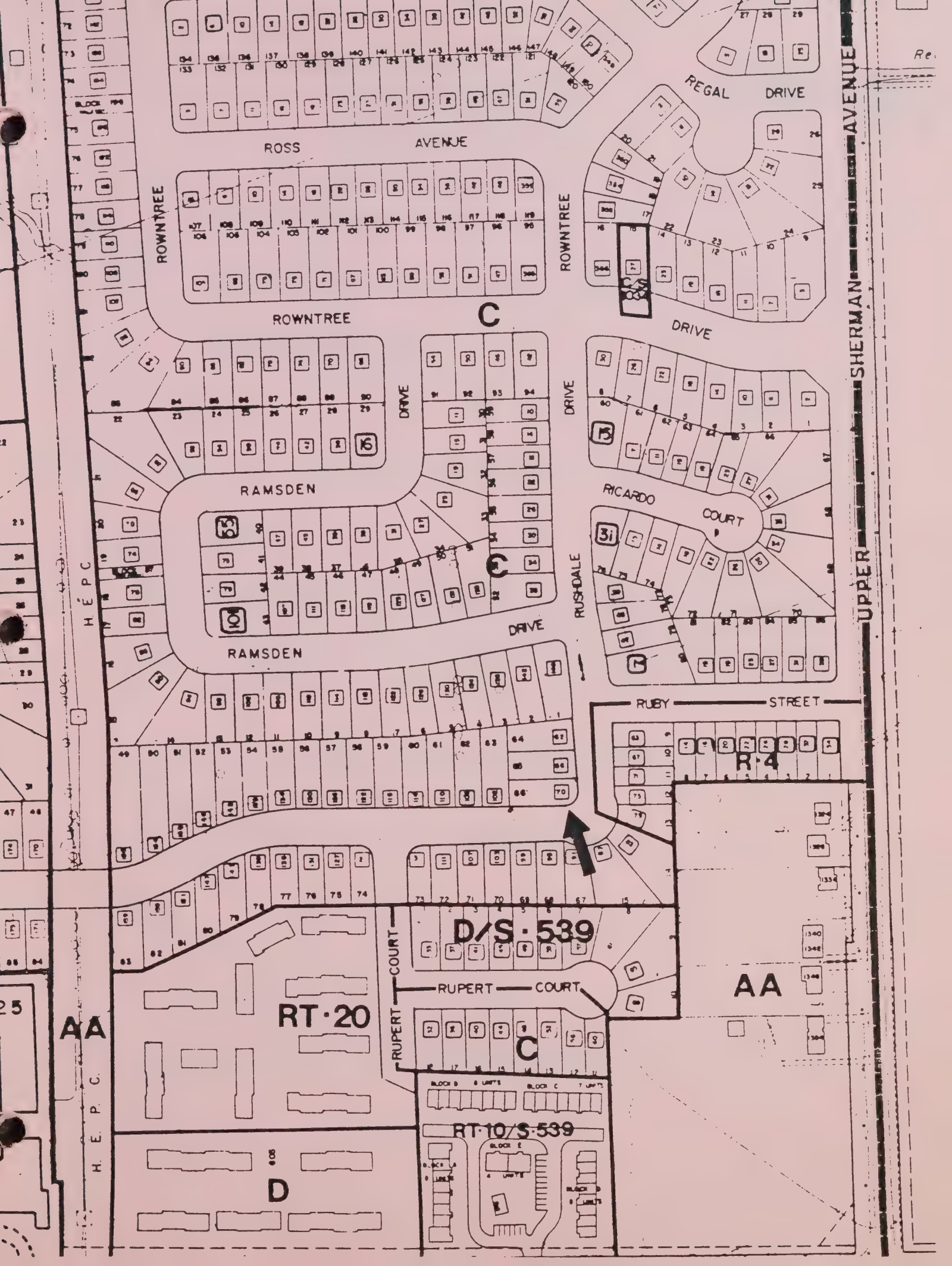
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Mr. Patrick Nicolle, 111 Rushdale Drive, that parking be prohibited on Rushdale Drive on the inside of the 90 ° turn in the road.

Rushdale has a 28 foot pavement width, and presently, there is unrestricted free parking on both sides of the street. The Traffic Department supports the principle of removing parking from one side of narrow streets in order to facilitate two-way traffic flow and driveway movements. In this particular case, it would be appropriate to remove parking from the north and west sides of the street to improve visibility on the curve. The abutting property owner, Mrs. Maddeaux, 70 Rushdale Drive, has advised that she supports this proposal. Therefore, the Traffic Department concurs with the request.


ROSS AVENUE
REGAL DRIVE
ROWNTREE
ROWNTREE DRIVE
ROWNTREE
C
DRIVE
DRIVE
RAMSDEN
RAMSDEN
DRIVE
RUSHDALE
RICARDO COURT
UPPER SHERMAN AVENUE
HEPC
RUBY STREET
R-4
D/S-539
RUPERT COURT
RUPERT COURT
AA
RT-20
AA
C
RT-10/S-539
D
H.E.P.C.

2(B)(ii)(h)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 July 9

REPORT TO: Kevin Christenson
Secretary, Transport and Environment Committee

RECEIVED
JUL 10 1992
CITY CLERKS

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Ferguson Avenue South, south of Hunter Street East - Parking Regulations. [TEC-134-92]

RECOMMENDATION:

a) That a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the east side of Ferguson Avenue South commencing at a point 30 feet south of Hunter Street East and extending to a point 115 feet southerly therefrom and on the west side of the street commencing at a point 31 feet south of Hunter Street East and extending to a point 91 feet southerly therefrom; and

b) That a "No Parking" regulation be implemented on the west side of Ferguson Avenue South commencing at a point 207 feet south of Hunter Street East and extending to a point 115 feet southerly therefrom; and

c) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

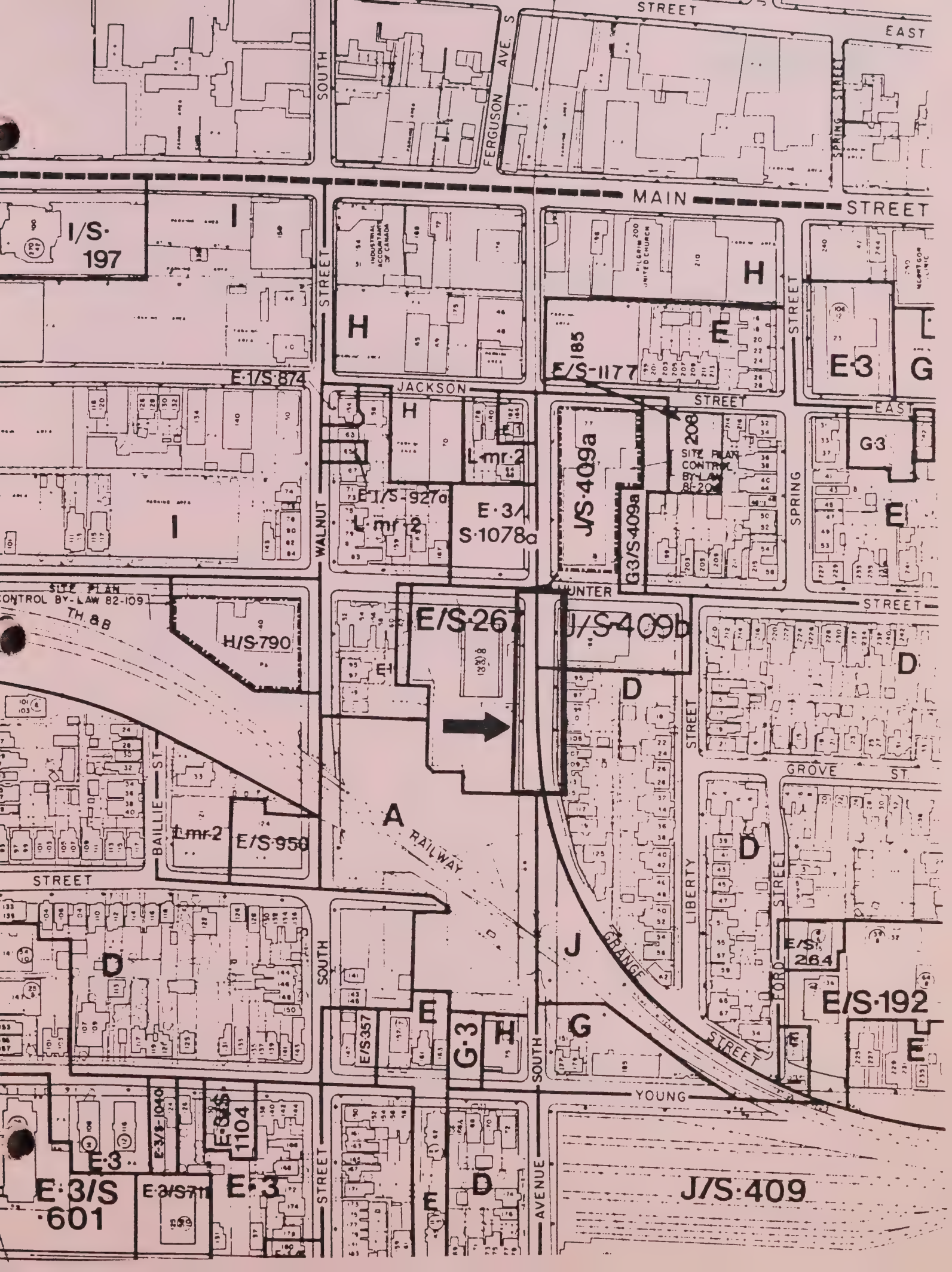
Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Vince Agro and Alderman Bill McCulloch have advised of concerns expressed by area residents, regarding the parking regulations on Ferguson, south of Hunter.

Ferguson has a 43 foot pavement width and presently there are no legal on-street parking spaces available on Ferguson, south of Hunter, because of the required clearances between the railway tracks and parked vehicles. However, since the railway tracks have been removed it would be appropriate to permit four on-street parking spaces on the east side of the street, and three on the west side and to control these spaces with a one hour parking time limit to prevent long-term non-resident parking. To facilitate the movement of traffic, it would also be appropriate to prohibit parking for 115 feet on the west side where the pavement width narrows and becomes a one-way street.

Alderman Agro and Alderman McCulloch have been informed of the proposed changes, and to-date have not expressed any concerns.


STREET
EAST
SOUTH
FERGUSON AVE. S
SPRING STREET
MAIN STREET
I/S-197
I
H
E/S-185
E/S-1177
E3
G
E1/S-874
JACKSON STREET
EAST
H
E1/S-927a
E-3
S-1078a
J/S-409a
G3/S-409a
208
SITE PLAN CONTROL BY-LAW 82-20
G3
SPRING
E
WALNUT STREET
SITE PLAN CONTROL BY-LAW 82-109
TH & B
H/S-790
E/S-267
J/S-409b
HUNTER STREET
D
BAILLIE ST
Lmr2
E/S-950
A
RAILWAY
STREET
GROVE ST
LIBERTY STREET
SOUTH
J
GRANGE
FORD STREET
E/S-264
E/S-192
E/S-357
G-3
H
G
SOUTH
YOUNG STREET
E-3/S-1040
E-3/S-1104
E-3
E-3/S-601
E-3/S-771
E-3
STREET
D
E
AVENUE
J/S-409

26(3)(i)(i)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 July 6

REPORT TO: Kevin Christenson
Secretary, Transport and Environment Committee

RECEIVED
JUL 10 1992
CITY CLERKS

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

East side of Mountwood Avenue, north of Rockwood Place - Parking Regulations. [TEC-128-92]

RECOMMENDATION:

a) That the existing "No Parking" regulation on the east side of Mountwood Avenue which commences at Rockwood Place and extends to a point 146 feet northerly therefrom, be replaced with a "No Stopping" regulation; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Hart Solomon FOR M.F. MAIN

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

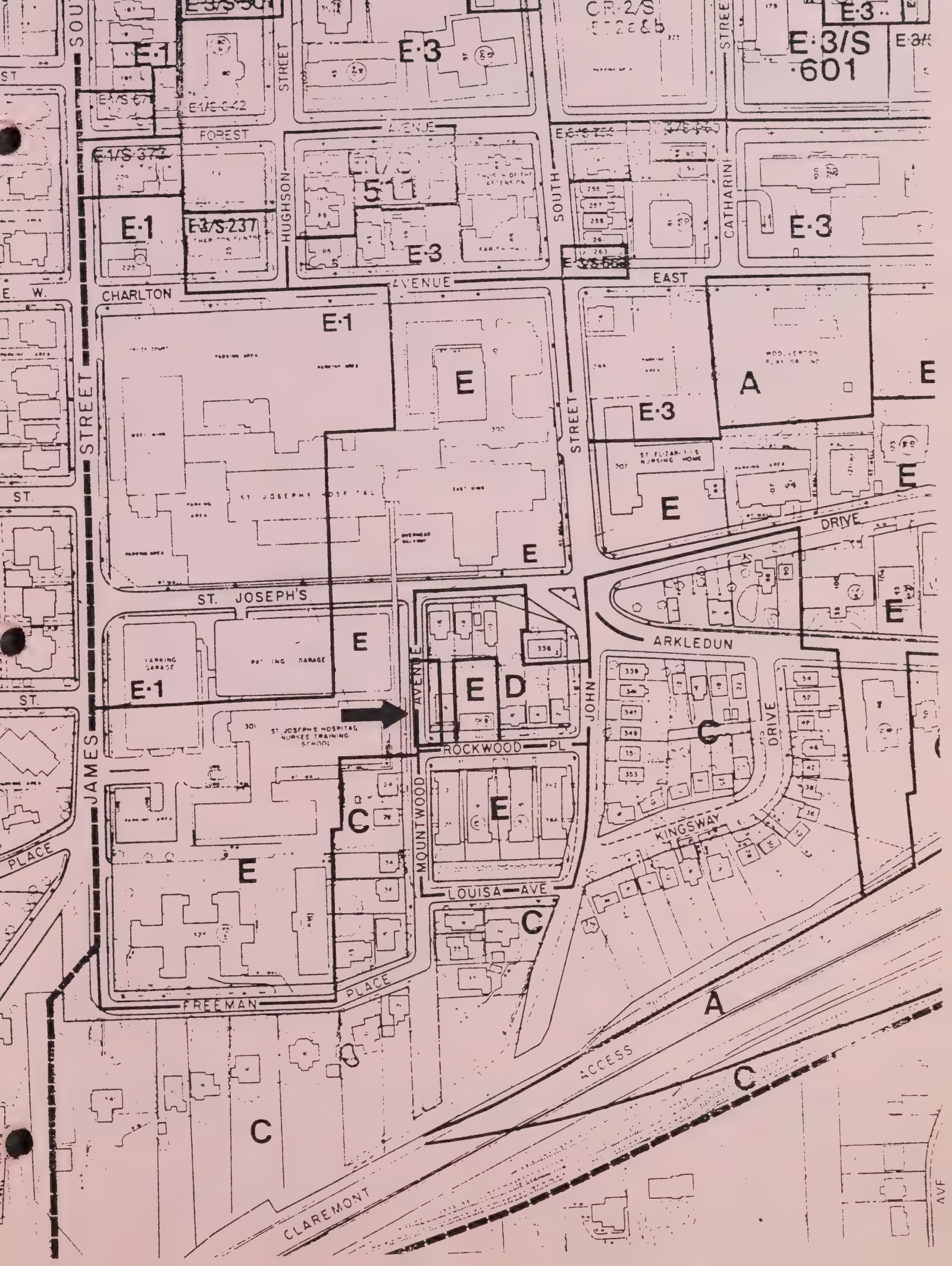
Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Mr. Brough, 19 Mountwood Avenue, that a "No Stopping" regulation be implemented on the east side of Mountwood directly in front of his home.

Mountwood has a 22 foot pavement width, and presently, parking is prohibited on both sides of the street in this area. Mr Brough has expressed concern that motorists frequently obstruct access to his driveway when they stop to visit friends in the apartment building located opposite his home. Mr. Brough has requested that the existing "No Parking" regulation be replaced with a "No Stopping" regulation.

The Traffic Department has reviewed this matter and concurs with the request since motorists who visit friends in the apartment building would still be permitted to stop in the "No Parking" regulation on the west side of the street opposite his home.


E-3
E-3/S 601
E-1
E-3
E-3/S 237
E-3/S 511
E-3
E-1
E-3
E-1
E
E
E-3
A
E
E
E
E
E-1
E
E
E
E
E
E
D
C
E
C
E
C
C
C
A
C
C
SOUTH STREET
HUGHSON STREET
CHARLTON AVENUE
EAST AVENUE
JAMES STREET
JOHN STREET
ST. JOSEPH'S
ST. JOSEPH'S HOSPITAL NURSES TRAINING SCHOOL
ARKLEDUN DRIVE
KINGSWAY DRIVE
ROCKWOOD PL
LOUISA AVE
MOUNTWOOD AVENUE
FREEMAN PLACE
CLAREMONT ACCESS
FOREST AVENUE
PLACE
DRIVE

2(B)(ii)(X))

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 July 9

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

RECEIVED
JUL 10 1992
CITY CLERKS

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

East Side of Ferguson Avenue South Between Charlton Avenue East and Foster Street - Parking Regulations. **(TEC-130-92)**

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the east side of Ferguson Avenue South between Charlton Avenue East and Foster Street; and

b) That the Director of Traffic Services be authorized to issue, upon request, one parking permit to each of the first seven eligible applicants residing in the block to a maximum of seven permits; and

c) That the City Traffic By-law 89-72 be amended accordingly.

H. Solomon for M.F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, there is a potential for $84.00 in revenue each year from the sale of parking permits which would off-set the cost to some degree.

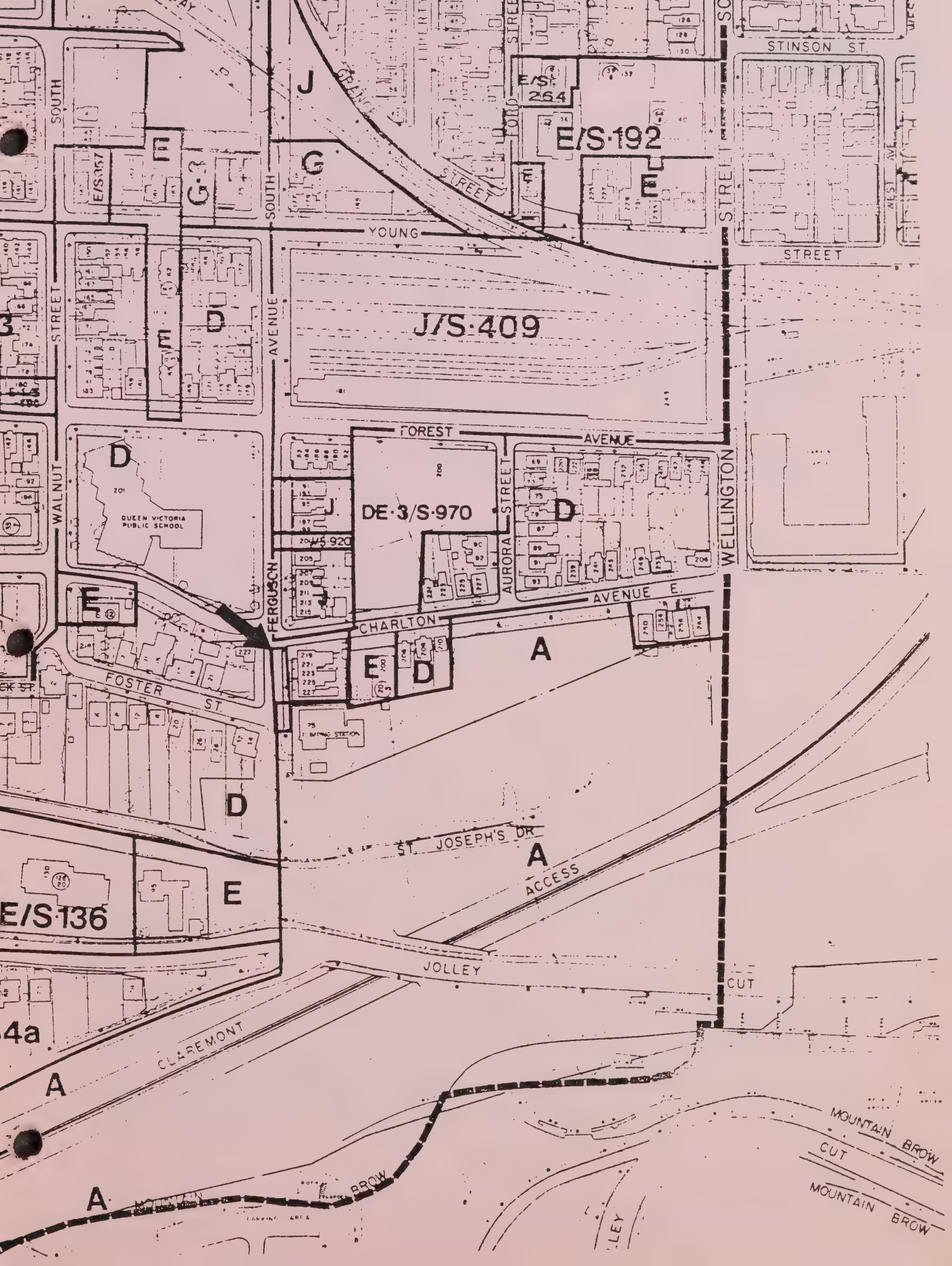
BACKGROUND:

The Traffic Department has received a petition signed by representatives of all of the seven one, two and three family dwellings abutting Ferguson between Charlton and Foster

requesting that a "Permit Parking" regulation be implemented on the east side of the street in this area. All seven residents who signed the petition are in favour of the requested regulation.

Ferguson has a 22 foot pavement width, and presently, parking is prohibited on the west side and there is unrestricted free parking on the east side of the street in this area. The residents have expressed concern regarding long-term non-resident parking by visitors of nearby apartments. The implementation of the requested regulation would eliminate long-term non-resident parking and area residents would be entitled to purchase permits at a charge of $12.00 per year (plus G.S.T.) to exempt their vehicles from the signed "Permit Parking" regulation.

An investigation has revealed that there are seven legal on-street parking spaces on the east side of the street in this block. It was indicated on the petition that seven permits would be required by the abutting residents. Therefore, since the demand for permits does not exceed the number of on-street spaces and since all of the abutting residents are in favour of the proposed regulation, the Traffic Department concurs with this request.


STINSON ST.
E/S 264
E/S-192
GRANT
STREET
LORD
STREET
SOUTH
YOUNG
STREET
STREET
WEST AVE
E/S 357
SOUTH
STREET
AVENUE
J/S-409
FOREST
AVENUE
WELLINGTON
STREET
DE-3/S-970
AURORA
STREET
WALNUT
STREET
QUEEN VICTORIA
PUBLIC SCHOOL
FERGUSON
CHARLTON
AVENUE E.
FOSTER
ST.
ST. JOSEPH'S DR.
ACCESS
E/S-136
JOLLEY
CUT
CLAREMONT
MOUNTAIN
BROW
CUT
MOUNTAIN
BROW

2(B)(ii)(k)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 July 10

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

RECEIVED
JUL 10 1992
CITY CLERKS

SUBJECT:

Fairfield Avenue - Parking Regulations. **(TEC-131-92)**

RECOMMENDATION:

a) That the existing "Alternate Side Parking" regulation on Fairfield Avenue between Barton Street East and Britannia Avenue be replaced with a "No Parking" regulation on the west side and unrestricted free parking on the east side; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

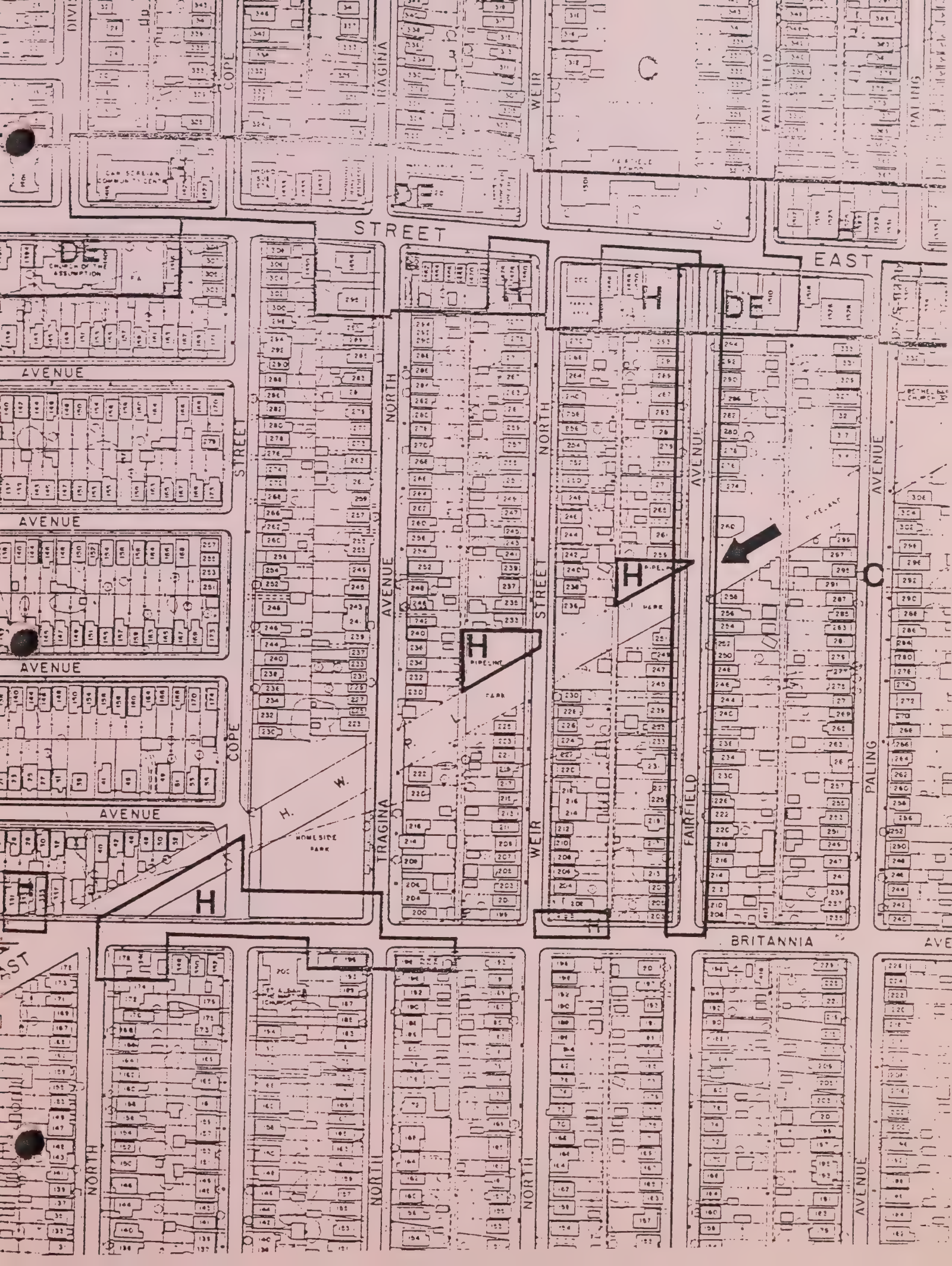
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a petition signed by representatives of 40 of the 58 one, two and three family dwellings abutting Fairfield between Barton and Britannia. Of those who signed the petition, 39 petitioners support removing the existing "Alternate Side Parking" regulation and replacing it with a "No Parking" regulation on the west side and unrestricted free parking on the east side of the street in order to maximize the number of on-street parking spaces at all times. The remaining petitioner opposes the request.

Fairfield has a 30 foot pavement width. The residents have expressed concern regarding a lack of on-street parking when parking is permitted on the west side of the street under the existing "Alternate Side Parking" regulation. An investigation has confirmed that there are approximately five additional on-street parking spaces on the east side of the street than there are on the west side. Therefore, since 67 percent of the abutting residents support the requested regulation, the Traffic Department concurs with the request.


STREET
EAST
AVENUE
NORTH
STREET
AVENUE
COPE
TRAGINA
WEIR
FAIRFIELD
PALING
BRITANNIA
PIPELINE
PARK
HOME SIDE
PARK

2(a)(ii)(1)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 July 10

REPORT TO: Kevin Christenson
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

RECEIVED
JUL 10 1992
CITY CLERKS

SUBJECT:

Bay Street South between Aberdeen Avenue and Inglewood Drive - Parking Regulations. [TEC-138-92]

RECOMMENDATION:

a) That a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on both sides of Bay Street South between Aberdeen Avenue and Inglewood Drive; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

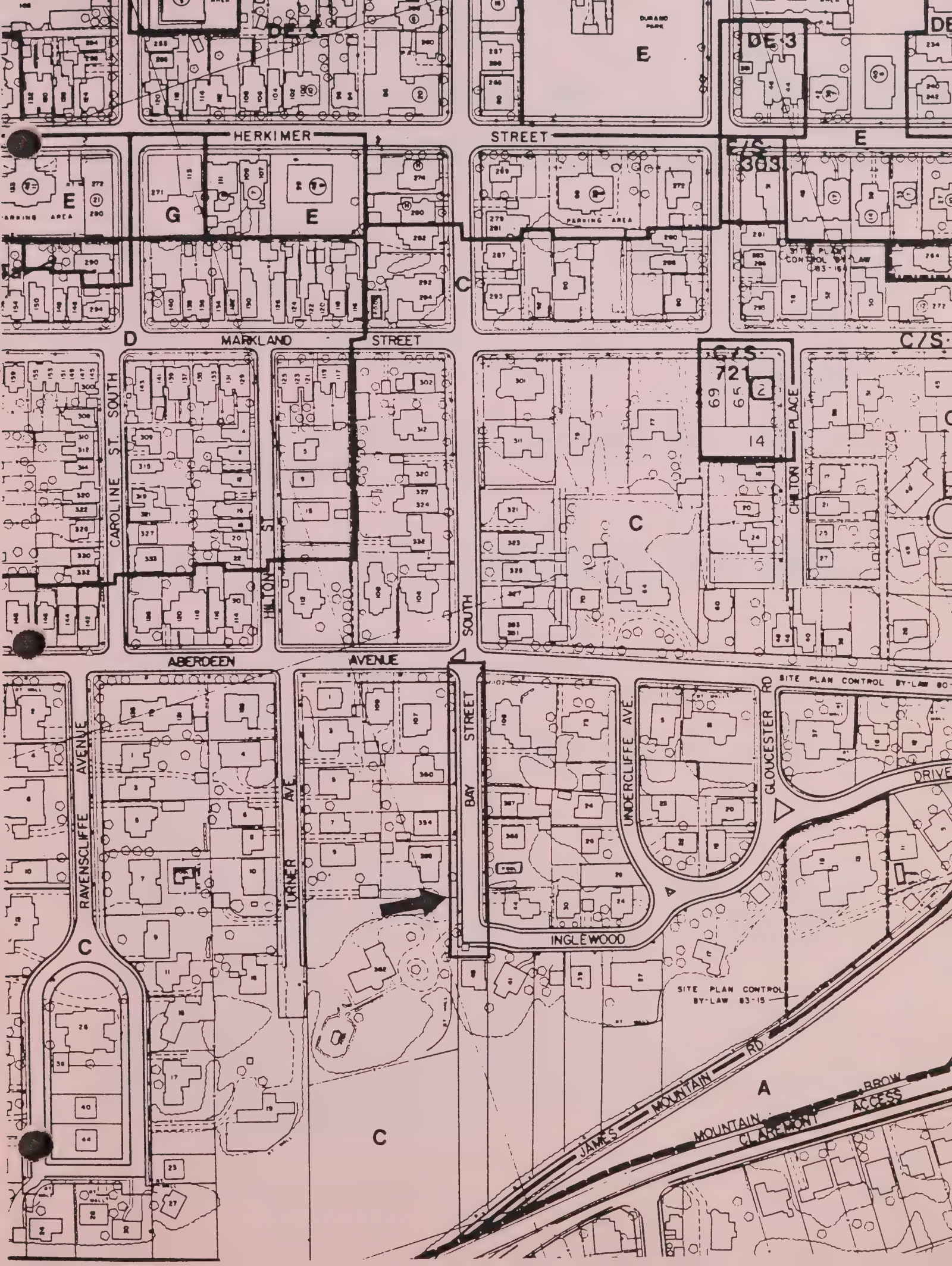
Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman McCulloch has advised that he wishes to initiate a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m. Monday to Friday" regulation on both sides of Bay between Aberdeen and Inglewood.

Bay has a 27 foot pavement width, and presently, there is unrestricted free parking on both sides of the street in this block except for part-time parking prohibitions for street maintenance purposes. Alderman McCulloch has advised of concerns regarding long-term non-resident parking by employees of St. Joseph's Hospital. The implementation of the proposed regulation would eliminate long-term non-resident parking and area residents would be entitled to purchase permits at a cost of $24.00 per permit each year to exempt their vehicles from the signed time limit.

When considering charges to parking regulations on residential streets, the Transport and Environment Committee generally requires that a petition be circulated to determine the opinions of a majority of the abutting residents. However, since Alderman McCulloch has advised that he wishes to initiate the one hour parking time limit, the Traffic Department has no objection to the request.


HERKIMER STREET
MARKLAND STREET
CAROLINE ST. SOUTH
HILTON ST. SOUTH
ABERDEEN AVENUE
RAVENSCLIFFE AVENUE
TURNER AVE
BAY STREET
CHILTON PLACE
UNDERCLIFFE AVE.
GLOUCESTER RD
INGLEWOOD DRIVE
JAMES MOUNTAIN RD
MOUNTAIN BROW ACCESS
CLAREMONT
SITE PLAN CONTROL BY-LAW 83-15
PARKING AREA
DURAND PARK

2(B)(iii)(m)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 June 16

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

RECEIVED
JUL 10 1992
CITY CLERKS

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Apartment Building at No. 4 Paisley Avenue South - Application for a Time Limit Exemption Permit. (TEC-114-92)

RECOMMENDATION:

That the Director of Traffic Services be authorized to issue, upon request, one Time Limit Exemption Permit to each of the first twelve eligible applicants residing in the apartment building at No. 4 Paisley Avenue South.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

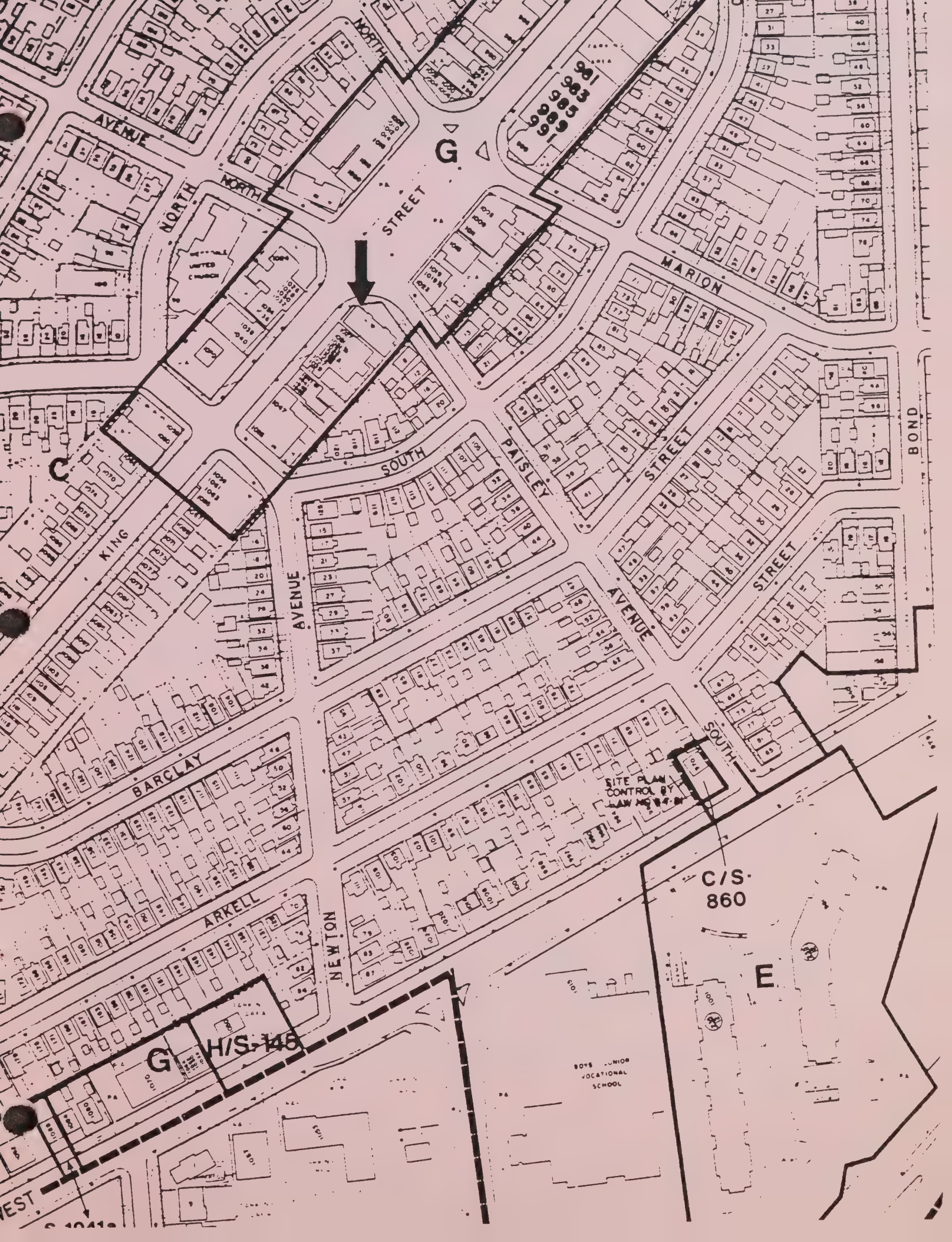
There is a potential for $288.00 in revenue each year from the sale of parking permits to residents of this building.

BACKGROUND:

The Traffic Department has received a request from a resident of the apartment building at No. 4 Paisley Avenue South, that Time Limit Exemption Permits be issued to residents of this building. The subject building is located on the southwest corner of King and Paisley, and the applicant has advised that he wishes to park his vehicle in the time limit areas in the vicinity of this building.

An investigation has revealed that there are twelve dwelling units in the subject apartment building, and that there are no off-street parking spaces available on the property. Past practice of the Committee has established a policy that, generally, Time Limit Exemption Permits will be issued to residents of one, two or three family dwellings and to residents of apartment buildings only under exceptional circumstances. The land use on Paisley in this area consists generally of single family homes.

Periodic observations reveal that Paisley in this area is moderately parked during the day. However, since there has not been a great demand for Time Limit Exemption Permits in this area, it appears that the parking is generally non-resident, short-term parking. Thus, the issuance of Time Limit Exemption Permits to residents of this building should not create any parking difficulties for other area residents. Therefore, the Traffic Department concurs with this request and it would be appropriate to issue a maximum of twelve parking permits to the residents of the building on a first come first served basis.


AVENUE
NORTH
NORTH
STREET
G
981
983
985
989
991
MARION
STREET
BOND
C
KING
SOUTH
PAISLEY
AVENUE
STREET
AVENUE
BARCLAY
ARKELL
NEWTON
SOUTH
SITE PLAN
CONTROL BY
LAW NO
C/S
860
E
G
H/S-146
BOYS JUNIOR
VOCATIONAL
SCHOOL

26(3)(i)(n)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 July 06

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

RECEIVED
JUL 10 1992
CITY CLERKS

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

No. 109 Elgin Street - Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident. **(TEC-124-92)**

RECOMMENDATION:

a) That the existing "Permit Parking" regulation on the west side of Elgin Street commencing at a point 93 feet south of Robert Street and extending to a point 20 feet southerly therefrom be removed; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

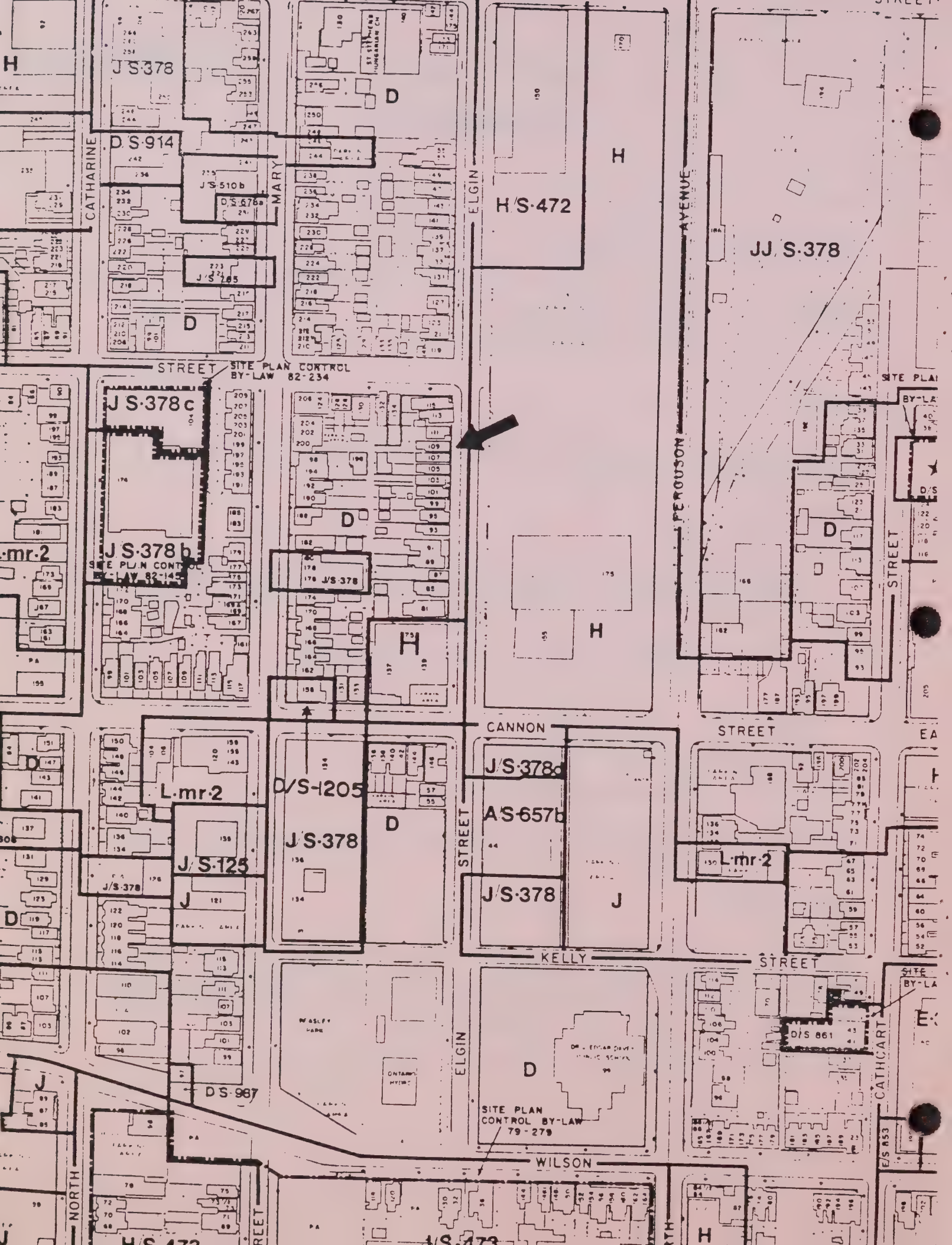
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of removing the signs.

BACKGROUND:

In 1990, City Council approved a request from Mr. Patrick Lloyd, 109 Elgin Street, to implement a reserved "Permit Parking" space on the west side of Nightingale since he is disabled. However, Mr. Lloyd has since moved and no longer requires this parking space and has requested that the "Permit Parking" regulation be removed.

The Traffic Department has reviewed this matter and concurs with this request.


J S-378
D S-914
J S-510b
D S-676a
J S-125
CATHARINE
MARY
ELGIN
H S-472
H
D
STREET
SITE PLAN CONTROL BY-LAW 82-234
J S-378c
J S-378b
SITE PLAN CONTROL BY-LAW 82-145
J/S-378
L-mr-2
D/S-1205
CANNON
J/S-378c
A/S-657b
J/S-378
KELLY
D/S 861
CATHCART
D/S 987
SITE PLAN CONTROL BY-LAW 79-279
WILSON
NORTH
PERGUSON AVENUE
JJ S-378

2(B)(iii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 July 9

REPORT TO: Kevin Christenson
Secretary, Transport and Environment Committee

RECEIVED
JUL 10 1992
CITY CLERKS

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Essling Avenue and Borodino Court - Intersection Control/Parking Regulations. [TEC-94-92]

RECOMMENDATION:

a) That eastbound traffic on Borodino Court be required to stop for northbound and southbound traffic on Essling Avenue; and

b) That parking be prohibited on the south side of Essling Avenue (north leg) commencing at the west curb line of Essling Avenue and extending to a point 92 feet westerly therefrom; and

c) That parking be prohibited on the west side of Essling Avenue commencing at the south curb line of Essling Avenue (north leg) and extending to a point 69 feet southerly therefrom; and

d) That parking be prohibited on the east side of Essling Avenue commencing at the north curb line of Essling Avenue (south leg) and extending to a point 88 feet northerly therefrom; and

e) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Henry Merling has advised of concerns expressed by Mrs. Corbett, 91 Essling Avenue, regarding safety in the vicinity of the intersection of Essling and Borodino.

The intersection of Essling and Borodino is a "T" type intersection, and presently, there are no intersection control signs. Traffic Department records indicate that there have been no reported collisions at this intersection since its construction. This is an excellent collision record for this type of intersection. However, the Traffic Department is not opposed to the principle of stopping one direction of traffic at "T" type intersections, in lieu of the otherwise applicable "right hand rule", which may not be clearly understood by all motorists. Therefore, the Traffic Department recommends that eastbound traffic on Borodino be required to stop for northbound and southbound traffic on Essling.

Also, there are two 90 degree turns in the roadway on Essling, north and south of Borodino. The Traffic Department recommends that parking be prohibited on the inside of these 90 degree turns in the roadway to facilitate traffic movements.

The implementation of the proposed "No Parking" regulations will result in a loss of approximately six legal on-street parking spaces. However, since all residents in this area have driveways and since parking would still be permitted on both sides of the street for the remainder of the block, the Traffic Department does not anticipate any parking problems for area residents.

DRIVE

DRIVE

JOSEPHINE

DELANCEY

LANCER COURT

STREET

DELANCEY BOULEVARD

G·1

DRIVE

EMPEROR

DRIVE

WENTWORTH

ESSLING AVENUE

DRIVE

ANTOINETTE COURT

RT·20

AVENUE

BORODINO COURT

UPPER

ESSLING

RT·30

ESSLING AVENUE

AVENUE

STREET

ROBESPIERRE COURT

REPUBLIC

RT·20

BORDEAUX COURT

E·2

2(B)(IV)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 July 13

REPORT TO: Kevin Christenson
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

Joe Pavelka, P. Eng.
Chief Adminstrative Officer

SUBJECT:

School Patrols in the City of Hamilton. [TEC-140-92]

RECOMMENDATION:

That the Chief Administrative Officer and the Director of Traffic Services be authorized to make a presentation to the Hamilton Board of Education and to the Hamilton-Wentworth Roman Catholic Separate School Board on the subject of school patrols.

Murray F. Main J. G. Pavelka

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

School patrols are older elementary school children (fifth grade and higher) acting to instruct and control students in crossing roadways at or near schools and to assist teachers and parents in the instruction of school children in safe pedestrian practices.

School patrols are widely used in Ontario and in Canada. They are used in some of the area municipalities in Hamilton-Wentworth, both to direct pedestrians on the street and to

assist in the operation of school buses. However, school patrols are not presently used within the City of Hamilton.

School patrols do not enter the roadway and do not direct vehicular traffic. Their primary task is to control pedestrians on the sidewalk waiting to cross the street. In the vast majority of cases, school patrols would be used in addition to, rather than in place of adult crossing guards. There may be a very small number of adult crossing guard locations at which the adult guard is presently not required and for which the school patrol could adequately serve.

As approximately 40 to 50 motor vehicle collisions occur annually involving school age children during the hours of travel to and from school, it may be possible to reduce the involvement of school aged children in collisions.

A school patrol program is primarily administered and operated by the local school board and teachers. Assistance in training and awards programs are provided by the Hamilton Automobile Club and the other associated clubs of the Canadian Automobile Association. In order to initiate a school patrol program in Hamilton, the concurrence of both of the Hamilton Boards of Education is a prerequisite. It is recommended that the Chief Administrative Officer and the Director of Traffic Services research the safety benefits of school patrols in the Hamilton situation and make a presentation to each of the Hamilton school boards.

2(6)(i)

CITY OF HAMILTON

- RECOMMENDATION -

RECEIVED
JUN 17 1992
CITY CLERKS

DATE: 1992 June 8
T108-1028(H)

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: Proposed Railway Crossing Rehabilitation of Cannon Street at Glendale Avenue Hamilton. C.P.Rail Mileage 0.90 Longbelt

RECOMMENDATION:

a) That the Commissioner of Transportation/Environmental Services be authorized and directed to issue a purchase order to Jay Chris Indus-Rail Supply Incorporation for $18,000 to purchase the Hi-Rail rubber crossing materials for Cannon Street at Glendale Avenue, C.P. Rail crossing.

b) That the expenditures be financed from City Account #57409-52010. (Specific Maintenance)

E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in City Account #57409-52010 (Specific Maintenance)

BACKGROUND:

Both C.N. rail and C.P. Rail, in conjunction with municipalities, have agreed to install a higher quality surface material at Crossings to improve the longetivity, maintenance and rideability of the crossing surface.

Cont'd...

Proposed Railway Crossing Rehabilitation
of Cannon Street at Glendale Avenue
Hamilton. C.P.Rail Mileage 0.90 Longbelt

Cont'd...

Since there are long-term benefits with these crossing materials, we have requested C.P. Rail to contribute 50% of the cost of the materials to offset the initial Capital cost of this system compared to asphalt or wood planks. The rehabilitation of the rail crossing on Cannon Street at Glendale Avenue is scheduled for the summer of 1992. This work will require a complete closure of the crossing for at least one day and possibly two days.

Notice of the proposed closure will be given to area residents/businesses affected by the closure.

CWB:ls

2(k)(ii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 July 10
T103 23 (2) J. K. Clairmont

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: Hess Village Grand Prix Bicycle Race
Sunday August 30, 1992

RECOMMENDATION:

That the application of T. Farrar, agent for the Cycle Hamilton (244 Jackson Street West, Hamilton) to temporarily close Hess Street from King to Main, George Street from Hess to Caroline, George Street from Queen to Ray and Ray Street from George to King on Sunday August 30, 1992 from 1:00 pm to 5:00 pm in order to hold the annual Hess Village Grand Prix Bicycle Race, be approved, subject to the following conditions;

i) That approval from the Regional Police Services be received prior to consideration by Council of an application for a complete closure;

ii) That the applicant provide proof of $2,000,000 public liability insurance, naming the Region and the City of Hamilton as an added insured party with a provision for cross liability, and holding the Region and the City of Hamilton harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss;

iii) That all barricading, detour signing and traffic control be subject to the direction of the Regional Police Services;

iv) That all barricading be supplied by and at the expense of the applicant;

v) That temporary road closure signs be installed in advance by the City of Hamilton Traffic Department, on the affected roadways, if deemed necessary by the Director of Traffic Services, and at the expense of the applicant;

Cont'd...

Hess Village Grand Prix

Cont'd...

vi) That the applicant ensure that clean-up operations be carried out immediately before the re-opening of the roads, to the satisfaction of the City and at the expense of the event organizer;

vii) That no property owner or resident within the barricaded area be denied access to their property upon request;

viii) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services.

E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Regional costs associated with this event are as follows:

Regional Police Services	$1088.00
Hamilton Street Railway	$684.40
Total	$1772.40

This amount will be drawn from the Regional account for special events in the Region.

City of Hamilton costs associated with this event are as follows:

City of Hamilton Traffic Department	$300.00

This amount to be paid for by the applicant.

BACKGROUND:

A request has been received from T. Farrar, agent for Cycle Hamilton, requesting permission to close Hess Street from King to Main, George Street from Hess to Caroline, George Street from Queen to Ray and Ray Street from George to King on Sunday August 30, 1992 from 1:00 pm to 5:00 pm for the Hess Village Grand Prix cycling race.

Regional Police Services indicate that 6 officers will be required at a cost of $912 and 1 sergeant at a cost of $176 for a grand total of $1088.

Cont'd...

Hess Village Grand Prix

Cont'd...

City of Hamilton Traffic Department will post 2 "Temporary Road Closure" signs at a cost of $300.

Hamilton Street Railway has costs of $684.80 for the placement of an ad in the Spectator to notify their ridership of the event.

As the Regional Police Services indicate that the appropriate detour routes can be provided and there have been no objections from any municipal departments, this Department is in favour of the event.

JK̇C:ja

2(c)(iii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 June 24
T103 23 (5) J.K. Clairmont

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director

SUBJECT: Temporary Road Closure
George Street, June 30, 1992

RECOMMENDATION:

That the action of the Commissioner of Transportation/Environmental Services be confirmed in authorizing:

The request of J. Clavel, agent for the Treasury Board of Canada (150 Main Street West, Hamilton) to temporarily close George Street between Caroline Street and Hess Street, on Tuesday June 30, 1992, from 10:00 am to 2:00 pm, for a Canada Day celebration, subject to the following conditions:

i) That approval from Regional Police Services be received;

ii) That the applicant provide proof of $2,000,000 public liability insurance, naming the Region and the City of Hamilton as an added insured party with a provision for cross liability, and holding the Region and the City of Hamilton harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss;

iii) That all barricading, detour signing and traffic control be subject to the direction of Regional Police Services;

iv) That all barricading be supplied by and at the expense of the applicant;

v) That advance temporary road closure signs be installed in advance by the City of Hamilton Traffic Department, on the affected roadways, if deemed necessary by the Commissioner of Transportation/Environmental Services;

Cont'd....

Temporary Road Closure
George Street, June 30, 1992

Cont'd...

vi) That the applicant ensure that clean-up operations be carried out immediately before the re-opening of the roads, to the satisfaction of the Region and at the expense of the event organizer;

vii) That no property owner or resident within the barricaded area be denied access to their property upon request;

viii) That all property owners and tenants in the closure area be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services.

fo E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The employees of the Treasury Board of Canada held an outdoor celebration on Tuesday June 30, 1992 from 10:00 am to 2:00 pm and requested the temporary closure of George Street between Caroline and Hess. The closure allowed the employees of the Treasury Board to hold their Canada Day celebration.

The municipal departments circularized indicated no objections and no municipal costs were incurred. Based on the above information this Department had no objection to the closure.

JKC/ls

cc: M. Main, Director, City of Hamilton Traffic Department
cc: Staff Sgt. Heddle, Regional Police, Traffic Division
cc: J. Pavelka, Acting C.A.O., City of Hamilton
cc: D. Lobo, Acting Director, City of Hamilton Public Works Department

2(c)(iv)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 July 10
T103-23 (5) J. K. Clairmont

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P.Eng.
Senior Director
Roads Department

SUBJECT: Temporary Closure of King Street West, between Sterling and South Oval
Westdale Village Festival

RECOMMENDATION:

That the application of A. Sno, agent for the Westdale Business Improvement Association (944 King Street West, Hamilton), to temporarily close King Street West between Paisley Avenue and Marion Avenue, from 8:00 a.m. Saturday September 19, 1992 to 11:59 p.m. be approved, subject to the following conditions:

i) That approval from the Regional Police Services be received;

ii) That the applicant provide proof of $2,000,000 public liability insurance, naming the Region and the City of Hamilton as an added insured party with a provision for cross liability, and holding the Region and the City of Hamilton harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss;

iii) That all barricading, detour signing and traffic control be subject to the direction of the Regional Police Services;

iv) That all barricading be supplied by and at the expense of the applicant;

v) That temporary road closure signs be installed in advance by the City of Hamilton Traffic Department, on the affected roadways, if deemed necessary by the Director of Traffic Services and at the expense of the applicant;

Cont'd...

Westdale Village Festival

Cont'd...

vi) That the applicant ensure that clean-up operations be carried out immediately before the re-opening of the roads, to the satisfaction of the City and at the expense of the event organizer;

vii) That no property owner or resident within the barricaded area be denied access to their property upon request;

viii) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services.

J. Aston

E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Regional costs associated with this event are as follows:

Regional Police Services	$1824.00
Hamilton Street Railway	$684.80
Total	$2508.80

This amount will be drawn from the Regional account for special events in the Region.

City of Hamilton costs associated with this event are as follows:

City of Hamilton Traffic Department	$702.32

This amount to be paid for by the applicant.

BACKGROUND

A. Sno, agent for the Westdale Village B.I.A., is requesting the closure of King Street West, from Paisley to Marion on Saturday September 19 from 8:00 am to 12:00 midnight in order to hold their annual festival.

cont'd...

Westdale Village Festival

cont'd...

Regional policy is to pay for Regional costs associated with events held within the Region. Therefore, Regional Police Services and Hamilton Street Railway costs will be paid for from the regional account for special events.

As this event will occur on City of Hamilton Streets, the costs for traffic signs will be the responsibility of the applicant.

On Thursday July 9, 1992 the applicant attended a meeting with staff representatives from the Traffic Department, Regional Police Services, Hamilton Street Railway and the Roads Department to discuss the municipal services required and costs involved.

City of Hamilton Traffic Department will incur costs of $702.32 for the implementation and removal of "No Parking" signs, bagging of meters and 2 "Temporary Road Closure" signs.

Regional Police Services will require 3 officers for a total cost of $1824. and Hamilton Street Railway will have advertising costs of $684.80.

As Regional Police Services can provide appropriate detour routes and Council has approved this event in the past, this Department is in favour of the event.

JKC:ja

cc: Staff Sgt. M. Heddle, Regional Police Department
cc: D. Lobo, Director of Public Works
cc: M.F. Main, Director of Traffic Services

2(c)(v)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 July 13
T103 23 (5) J. K. Clairmont

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: The Greater Hamilton Aquafest

RECOMMENDATION:

That the application of The Region of Hamilton Wentworth, (1 James Street South) to temporarily close the following City streets on Saturday July 25 from 12:00 noon to 10:00 pm and Sunday July 26 from 12:00 noon to 8:00 pm:

Bay Street North from Burlington to Guise
McNab Street North from Burlington to Guise
James Street North from Burlington to Guise
Hughson Street North from Burlington to Guise
John Street North from Burlington to Guise
Catherine Street North from Burlington to Guise
Mary Street North from Burlington to Guise
Ferguson Avenue North from Burlington to Guise
Guise Street from Bay street to Ferguson Avenue;

in order to hold their annual Greater Hamilton Aquafest be approved subject to the following conditions:

i) That approval from the Regional Police Services be received;

ii) That the applicant provide proof of $2,000,000 public liability insurance, naming the Region and the City of Hamilton as an added insured party with a provision for cross liability, and holding the Region and the City of Hamilton harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss;

Cont'd...

Aquafest

Cont'd...

iii) That all barricading, detour signing and traffic control be subject to the direction of the Regional Police Services;

iv) That all barricading be supplied by and at the expense of the applicant;

v) That temporary road closure signs be installed in advance by the City of Hamilton Traffic Department, on the affected roadways, if deemed necessary by the Director of Traffic Services and at the expense of the applicant;

vi) That the applicant ensure that clean-up operations be carried out immediately before the re-opening of the roads, to the satisfaction of the City and at the expense of the event organizer;

vii) That no property owner or resident within the barricaded area be denied access to their property upon request;

viii) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services.

for E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Regional costs associated with this event are as follows:

Regional Police Services	$1368.

This amount will be drawn from the Regional account for special events in the Region.

City costs associated with this event are as follows:

Traffic Department	$1350

Traffic Department signing costs to be paid for by the applicant.

Cont'd...

Aquafest

Cont'd...

BACKGROUND:

A. Bradford, agent for the Regional Municipality of Hamilton Wentworth, has requested the closure of the following City streets on Saturday July 25, 1992 from 12:00 noon to 10:00 pm and on Sunday July 26, 1992 from 12:00 noon to 8:00 pm Bay Street North from Burlington to Guise McNab Street North from Burlington to Guise James Street North from Burlington to Guise Hughson Street North from Burlington to Guise John Street North from Burlington to Guise Catherine Street North from Burlington to Guise Mary Street North from Burlington to Guise Ferguson Avenue North from Burlington to Guise Guise Street from Bay street to Ferguson Avenue in order to hold the annual Aquafest festival.

This is an annual event in the City of Hamilton attracting large crowds to the Bay Front area. There have been no municipal department objections to this application. Regional Police Services has indicated that proper detour routes can be provided. Based on the above information this Department is in favour of the event.

JKC:ja

cc: Staff Sgt. M. Heddle, Regional Police Department
cc: D. Lobo, Director of Public Works
cc: M.F. Main, Director of Traffic Services

2(c)(vi)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 July 10
T103 23 (8) J. K. Clairmont

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

RECEIVED
JUL 10 1992
CITY CLERKS

SUBJECT: Fund Raising Hot Dog Sale
50 Jackson Street West

RECOMMENDATION:

That the application of D. Reid, agent for the Hamilton Municipal Employees Credit Union (50 Jackson Street West) to hold a fund raising hot dog sale on the sidewalk in front of 50 Jackson Street West, be approved, subject to the following conditions;

i) That approval from the Regional Police Services be received;

ii) That the applicant provide proof of $2,000,000 public liability insurance, naming the City and the Region as an added insured party with a provision for cross liability, and holding the City and Region harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss;

iii) That the applicant ensure that clean-up operations be carried out immediately following the event, to the satisfaction of the Region and at the expense of the event organizer;

for E. M. Gill, P. Eng.

Cont'd...

Sidewalk Sale 50 Jackson Street West

Cont'd...

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The Hamilton Municipal Employees Credit Union has requested the use of the sidewalk in front of 50 Jackson Street West on Thursday August 13, 1992 from 11:00 am to 2:00 pm in order to sell hot dogs for a fund raising event to benefit a charity which has yet to be determined.

The Regional Health Department has been contacted and they indicate they are satisfied that all Health Department guidelines will be adhered to.

Since there will be little disruption to the public and there have been no other departmental objections, this Department is in favour of the event.

JKC:ja

2(c)(vii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 July 10
T103-51 J.K. Clairmont

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P.Eng.
Senior Director
Roads Department

RECEIVED
JUL 1 0 1992
CITY CLERKS

SUBJECT:

Encroachment Agreement
337 Strathearne Avenue North

RECOMMENDATION:

That the application to retain an inadvertent encroachment at the location outlined on Schedule "A", appended hereto, be approved during the pleasure of Council provided:

a) That the owner enter into an agreement satisfactory to the Commissioner of Transportation/Environmental Services to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.

b) That the Mayor and City Clerk be authorized to sign and execute all necessary documents to implement this agreement.

c) That the first year fee and subsequent annual fee outlined in Schedule "A" be set for this encroachment.

for E. M. Gill, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above "Recommendation".

Cont'd .....

Encroachment Agreement
337 Strathearne Avenue North

Cont'd...

BACKGROUND:

The existing roadway encumbrance may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

The City of Hamilton's policy is that if an existing or a proposed non-building encroachment does not impede the functions within the road allowance, the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed this application and find no objection. Council has allowed these types of encroachments in the past.

JKC:ja

SCHEDULE 'A'

Council Date: July 28, 1992

Location	Type of Encroachment	Solicitor/Agent	First Year/Annual	File Number
337 Strathearne Ave. N.	A Concrete porch and steps measuring 3.0' x 15.40'	Law Office Barristers and Solicitors Hamilton Ontario L8H 2W1 L8N 3P6	$112.00/20.00	T103-50(970)

2(c)(viii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: July 10, 1992
S610-03 L. MacNeil

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P.Eng.
Senior Director
Roads Department

RECEIVED
JUL 10 1992
CITY CLERKS

SUBJECT:

Incorporating certain City lands into various streets by By-Law.

RECOMMENDATION:

a) That the following City lands be incorporated into the street as noted in Schedule 'A':

Acadia Drive	Parts 30,3 and 6	Plan 62R-11096
Acadia Drive	Part 13 and Part 15	Plan 62R-11922 Plan 62R-11096

b) That the By-Law attached to this report to carry out the incorporation of the said lands into the foregoing street be enacted by Council.

c) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the by-law.

for E. M. Gill, P. Eng.

Cont'd ....

Cont'd ....

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

To complete the final street width or provide access to newly registered subdivision developments it is necessary to incorporate City lands into the road allowance as indicated below.

SCHEDULE "A"

Incorporating into Street Name	Description of Lands being Incorporated	Financial Implications	Reason for being Incorporated	File No.
Acadia Drive	Part of Lots 3,4,5 Registered Plan 909 designated as Parts 30, 3 and 6, Plan, 62R-11096 respectively	N/A	To provide access from the lands adjacent and to the south, to Acadia Dr. as established by By-Law No. 91-08, registered Feb. 4, 1991 as Inst. No. 074591	S610-01 S610-03
Acadia Drive	Parts of Lot 9, Con. 8, (former geographic Township of Barton), designated as Part 13, Plan 62R-11922, and Part 15, Plan 62R-11096	N/A	To provide access from the lands to the south and west of the said Parts to Acadia Drive as established by By-Law Nos. 91-08 and 91-18, registered as Inst. Nos. 074591 and 076594, respectively	S610-01 S610-03

/ljm
Encl.

cc: Mr. J. J. Schatz, City Clerk
Att: B. Carter (encl.)
cc: Mr. F. Angelici, Planning Department

Bill No. A-

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 92-

TO INCORPORATE PARTS 30, 3 AND 6, PLAN 62R-11096 (RESPECTIVELY) AND PART 13, PLAN 62R-11922 AND PART 15, PLAN 62R-11096 INTO ACADIA DRIVE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297 of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as Acadia Drive by incorporating within its limits the lands described below;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton 3enacts as follows:

1. The following lands are hereby established and laid out as a public highway to form part of Acadia Drive.

Firstly

Part of Lots 3,4 and 5, Registered Plan No. 909, designated as Parts 30, 3 and 6, Plan 62R-11096, respectively, and

Secondly

Parts of Lot 9, Concession 8, (in the former geographic Township of Barton), designated as Part 13, Plan 62R-11922, and Part 15, Plan 62R-11096.

All in the City of Hamilton

Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Regional Engineering or his duly authorized agent is hereby authorized to open as public highway the said lands.

PASSED this day of A.D. 1992.

J. J. Schatz
City Clerk

R. Morrow
Mayor

2(b)(i)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 July 8 JUL 8 1992

REPORT TO: Kevin Christenson, Secretary
Transport and Environment Committee

FROM: D. W. Vyce
Director of Property

SUBJECT: **Office Accommodations - School Crossing Program**
Traffic Department

RECOMMENDATION:

a) That the City of Hamilton enter into a new Lease Agreement with Playfair Developments Ltd. in accordance with the following terms:

Property:	25 Main Street West Suite 2215, Hamilton
Area:	1,200 square feet
Term:	One (1) year, eleven (11) months Commencing August 1, 1992 Terminating June 30, 1994
Rental Rate:	$18.00 per square foot (Gross) $21,600.00 annually, $1,800.00 per month
Escalation:	The City is to pay realty tax and operating cost escalation over the 1991 base year on a proportionate share.
Option to Renew:	The City has the Option to Renew this lease for a further one (1) year. All terms and conditions are to remain the same, save and except, the rental rate which shall be negotiated six (6) months prior to the expiry of the initial term.
Improvement Allowance:	The Lessor will at its cost clean the carpet, bring the space up to professional standards and remove and relocate demising walls as per attached drawing prior to occupancy.

b) That the Lease Agreement dated March 9, 1990 between the Corporation of the City of Hamilton and Playfair Developments Ltd. for Suite 1500, 25 Main Street West be terminated.

c) That the Mayor and City Clerk be authorized to execute a Lease Agreement in a form satisfactory to the City Solicitor.

D. W. Vyce

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: N/A

BACKGROUND:

City Council on February 27, 1990, authorized the assumption of the Administration of the School Crossing Program from the Region.

This department was authorized by said resolution to acquire lease space for the School Crossing Program. On March 27, 1990, City Council authorized the Lease Agreement with Playfair Developments Ltd. at 25 Main Street West, Suite 1500.

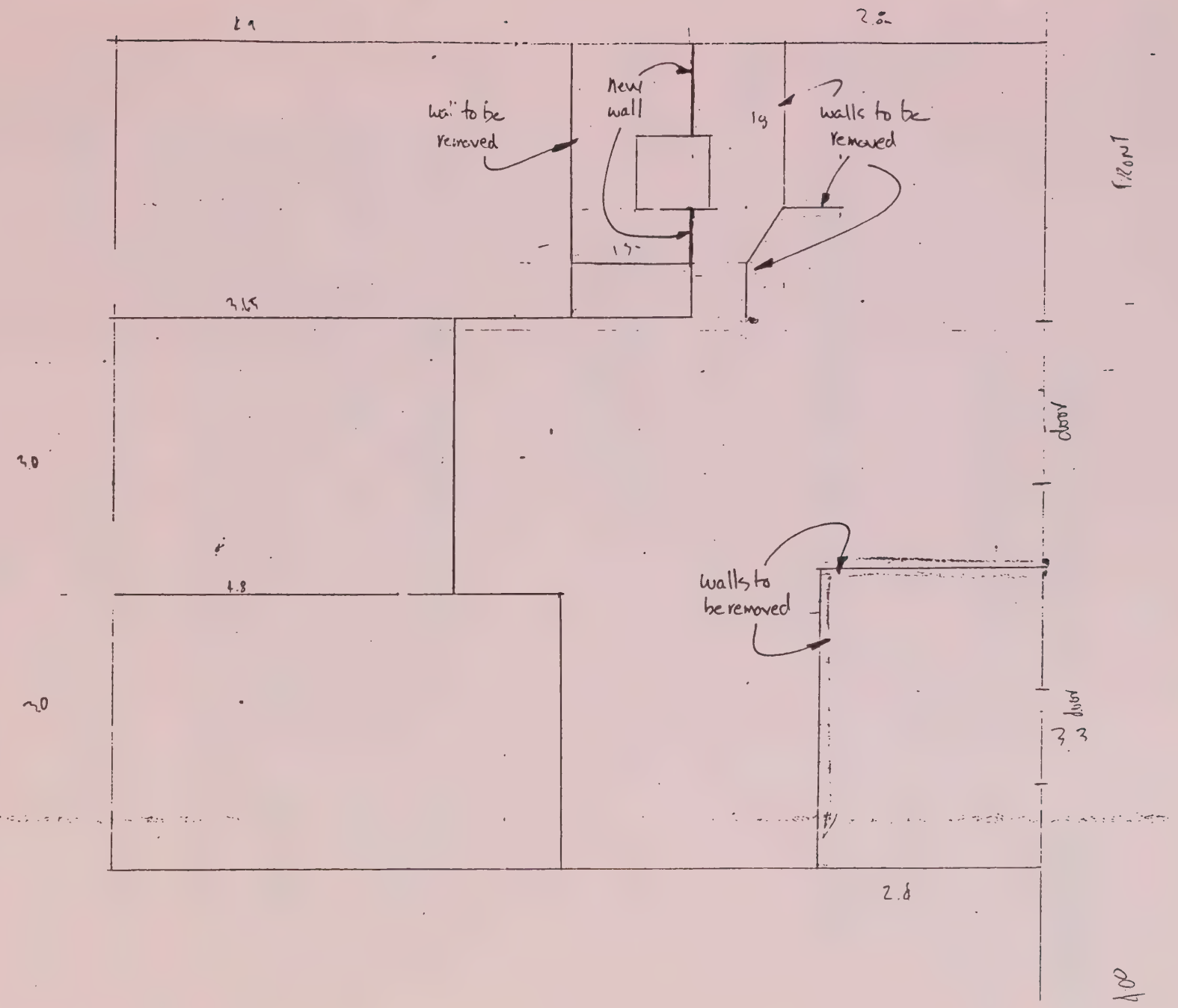
Subsequently, in accordance with Item 43(d), City Council on January 14, 1992 authorized this department to investigate office accommodations to meet the needs of the expanding Traffic Guard Program.

The above recommendation provides the Traffic Department with an additional 635 square feet based on the same rental rate ($18.00 per square foot) as agreed in 1990.

Attach.

c.c. J. G. Pavelka, P.Eng., Chief Administrative Officer
P. Noé Johnson, City Solicitor
M. F. Main, P. Eng., Director of Traffic Services
A. Ross, Treasurer

(4504)


wall to be removed
New wall
walls to be removed
walls to be removed
door
door
front

2(d)(ii)

CITY OF HAMILTON

- RECOMMENDATION -

RECEIVED
JUN 23 1992
CITY CLERKS

DATE: 1992 June 22

REPORT TO: Kevin Christenson, Secretary
Transport and Environment Committee

FROM: D. W. Vyce
Director of Property

SUBJECT: **Sale of Surplus City Lands**
Front of Municipal Address
112 and 116 Chesley Street

RECOMMENDATION:

a) That an Offer to Purchase, duly executed by Kwong-Yuen Ho and Daniel Cheuk-Kin Yung on June 16, 1992 and scheduled for closing on or before September 25, 1992, for a portion of City owned property composed of part of Lot 31, Registered Plan 823, formerly in the Township of Barton, now in the City of Hamilton, having a frontage of 10.86 metres (35.65 feet) more or less, by a depth of 5.166 metres (16.95 feet) more or less, being irregular in shape and comprising a total area of 37.596 square metres (404.7 square feet) more or less, more particularly described as Part 4 on Registered Plan 62R-10628, being located immediately in front of municipal address 112 Chesley Street, be approved and completed and the funds derived from this sale of $1.00 be credited to Account Number CH 4X999 00102 (Reserve for Property Purchases).

b) That the Mayor and City Clerk be authorized and directed to execute the necessary documents.

D. W. Vyce

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above recommendation.

BACKGROUND:

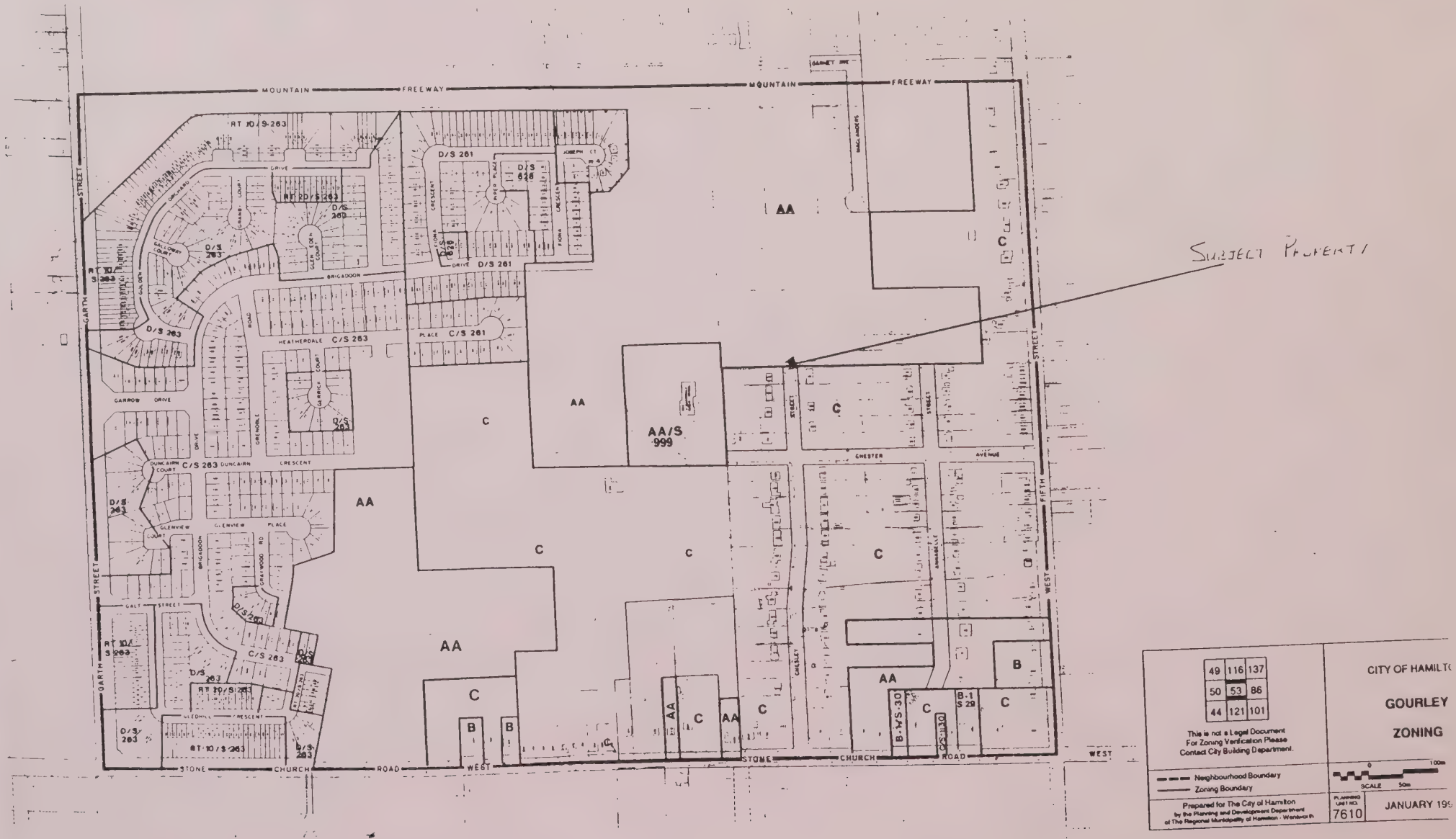
On April 14, 1992, City Council adopted Item 17 of the 5th Report of the Transport and Environment Committee, thereby authorizing the Director of Property to convey the surplus lands to the former owners for $1.00.

These lands were originally conveyed to the City for road widening purposes through severance and have since been designated surplus to the City's needs.

Attach.

c.c. P. Noé Johnson, City Solicitor
A. Ross, Treasurer
L. MacNeil, Property Clerk, Surveys

(4508 - 92C-97)


MOUNTAIN FREEWAY
MOUNTAIN FREEWAY
SUBJECT PROPERTY
GARTH STREET
STONE CHURCH ROAD WEST
STONE CHURCH ROAD WEST
FIFTH STREET
CHESTER AVENUE
AA
C
B
AA/S 999
C/S 283
C/S 261
D/S 261
D/S 283
D/S 628
RT 10/S-283
RT 20/S-283
B-1/S-30
C/S-30
HEATHERDALE
GARROW DRIVE
DUNCAIRN CRESCENT
GLENVIEW PLACE
GRAYWOOD RD
BRIGADOON
MACANDERS
49 116 137
50 53 86
44 121 101
This is not a Legal Document
For Zoning Verification Please
Contact City Building Department.
Neighbourhood Boundary
Zoning Boundary
Prepared for The City of Hamilton
by the Planning and Development Department
of The Regional Municipality of Hamilton - Wentworth
CITY OF HAMILTON
GOURLEY
ZONING
SCALE 50m
PLANNING UNIT NO. 7610
JANUARY 19

OFFER TO PURCHASE

I/We KWONG-YUEN HO of the City of Hamilton,
DANIEL CHEUK-KIN YUNG

in the Regional Municipality of Hamilton-Wentworth,

hereinafter called the Purchaser,

hereby agree to and with THE CORPORATION OF THE CITY OF HAMILTON,

hereinafter called the Vendor,

to purchase all and singular that certain parcel or tract of land and premises situate in the City of Hamilton in the Regional Municipality of Hamilton-Wentworth and being composed of Part of Lot 31, Registered Plan 823, formerly in the Township of Barton, now in the City of Hamilton, having a frontage of 10.86 metres (35.65 feet) more or less, by a depth of 5.166 metres (16.95 feet) more or less, being irregular in shape and comprising a total area of 37.596 square metres (404.7 square feet) more or less, being more particularly described as Part 4 on attached copy of Registered Plan 62R-10628, and being located directly in front of municipal address 112 Chesley Street.

at the price of ONE---------- DOLLARS ($1.00)
of lawful money of Canada, payable as follows:-

Provided that this Offer to Purchase is subject to the following conditions:-

1. This Offer shall be irrevocable by the Purchaser and may be accepted by the Vendor up to but not after the 4th day of August 1992, by a letter mailed or delivered to the Purchaser at c/o 70 Stanlow Crescent, Hamilton, Ontario, L9C 4T7.

2. In the event that this Offer is not accepted, this Offer and everything herein contained shall be null and void and no longer binding upon any of the parties hereto and the deposit shall be returned by the Vendor without interest and the Vendor shall not be liable for any damages or costs.

3. In the event of and upon the acceptance of this Offer, this Offer and the letter of acceptance shall be a binding contract of purchase and sale and shall be completed in accordance with the terms hereof.

4. The title is good and free from all encumbrance, except as to any registered restrictions or covenants.

5. The Purchaser is not to call for the production of any title deeds, abstract or evidence of title except such as are in the possession of the Vendor.

6. The Purchaser is to be allowed thirty days from the date of acceptance of such Offer to examine the title at his own expense. If within that time any valid objection to title is made in writing to the Vendor, or its Solicitor, which the Vendor shall be unable or unwilling to remove and which the Purchaser will not waive, the contract arising out of the acceptance of this Offer shall, notwithstanding any intermediate acts or negotiations in respect of such objections, be null and void and all monies shall be returned by the Vendor without interest and it shall not be liable for any damages or costs. Save as to any valid objection so made within such time the Purchaser shall be conclusively deemed to have accepted the title of the Vendor to the real property.

7. This transaction shall be closed on or before the 25th day of September, 1992.

8. On the closing of this transaction, the Vendor will convey the said lands to the Purchaser by a good and sufficient deed thereof in fee simple, free and clear of dower rights and all encumbrances, except as to any registered restrictions or covenants, and shall deliver vacant possession of the said lands to the Purchaser free of all tenancies.

9. The Purchaser shall assume taxes, local improvements, water and sewer rates from the date set out in paragraph 7 hereof.

10. Pending completion of this transaction, the Vendor will hold all fire insurance policies and the proceeds thereof in trust for the parties hereto as their interests may appear and in the event of damage to the said premises the Purchaser may either take the proceeds of the insurance, if any, and complete the purchase or may cancel this Offer whether accepted or not and have all monies theretofore paid returned without interest.

11. The deed or transfer is to be prepared at the expense of the Vendor. If the Vendor is a Trustee the deed or transfer is to contain trustee covenants only.

12. This agreement and its acceptance is to be read with all changes of gender or number required by the context.

13. In the event of failure of the Purchaser to complete this transaction by the date set out in paragraph 7 hereof, the deposit shall be forfeited to the Vendor as liquidated damages, in addition to any other right or remedy to which the Vendor may be entitled hereunder.

14. Any tender of documents or money may be made upon the parties hereto or their solicitors or agents and shall be either by cash or certified cheque or in the case of payment by the City, by means of the City's uncertified cheque.

15. It is understood and agreed that if the said land is within a redevelopment area, the closing of this transaction is conditional upon the approval of the Minister of Municipal Affairs and Housing under The Planning Act. It is also understood and agreed that if the said land is within an urban renewal area, the closing of this transaction is conditional upon the approval of Canada Mortgage and Housing Corporation.

Time shall be of the essence of this Agreement, which shall enure to the benefit of and be binding upon the Purchaser, his heirs, executors, administrators, successors and assigns, and shall enure to the benefit of and be binding upon the Vendor, its successors and assigns.

DATED at HAMILTON this 16 day of June 1992.

SIGNED, SEALED AND DELIVERED)
) Kwong Yuen Ho (Seal)
in the presence of)KWONG-YUEN HO
) Daniel Cheuk-Kin Yung (Seal)
)DANIEL CHEUK-KIN YUNG
)
)_____(Seal)

Name of Purchaser's Solicitor _____

Address of Purchaser's Solicitor _____

92/04/16

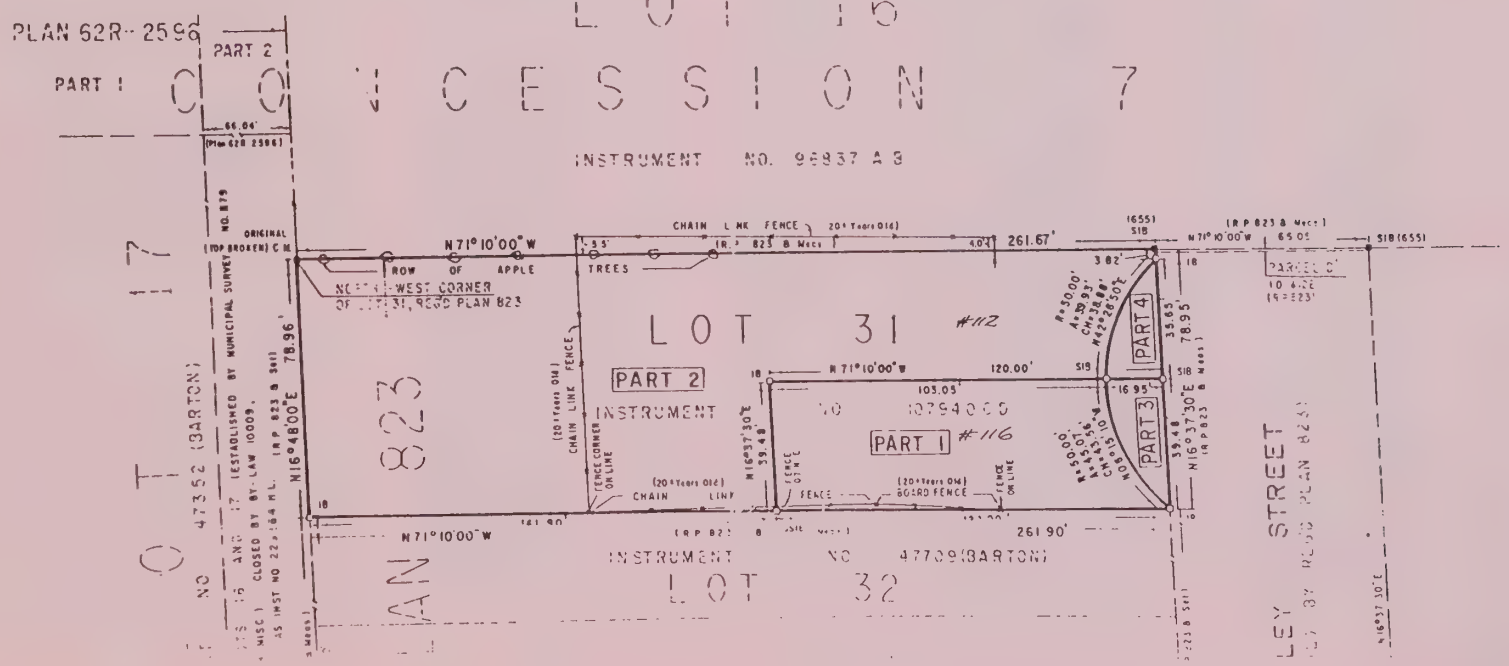
PLAN OF SURVEY
OF
LOT 31, REGISTERED PLAN 823
(FORMERLY IN THE TOWNSHIP OF BARTON)
NOW IN THE
CITY OF HAMILTON
REGIONAL MUNICIPALITY OF
HAMILTON - WENTWORTH
SCALE 1 INCH = 30 FEET

A. T. McLAREN O.L.S. - 1989

SCHEDULE				
PART	LOT	PLAN	INST NO	AREA
1	31	823	107940 C D	4253.3 Sq Ft
2				1555.3 Sq Ft
3				[illegible] Sq Ft
4				[illegible] Sq Ft

PLAN 62R-10628
RECEIVED AND DEPOSITED
DATE 1989 10 17
LAND REGISTRAR FOR THE REGISTRY DIVISION OF WENTWORTH (No 62)

I REQUIRE THIS PLAN TO BE DEPOSITED UNDER THE REGISTRY ACT
DATE Sept 28/89
A T McLAREN O.L.S.



2(b)(iii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 July 9

RECEIVED
JUL 10 1992
CITY CLERKS

REPORT TO: Kevin Christenson, Secretary
Transport and Environment Committee

FROM: D. W. Vyce
Director of Property

SUBJECT: **Sale of Surplus City Lands**
Front of Municipal Address
116 Chesley Street - Part 3, Plan 62R-10628

RECOMMENDATION:

a) That an Offer to Purchase, duly executed by Fiorisa and Antonio Cirone on July 6, 1992, and scheduled for closing on or before October 20, 1992, for a portion of City owned property composed of part of Lot 31, Registered Plan 823, formerly in the Township of Barton, now in the City of Hamilton, having a frontage of 12.033 metres (39.48 feet) more or less, by a depth of 5.166 metres (16.95 feet) more or less, being irregular in shape and comprising a total area of 44.675 square metres (480.9 square feet) more or less, more particularly described as Part 3 on attached copy of Registered Plan 62R-10628, and being located directly in front of municipal address 116 Chesley Street, be approved and completed and the funds derived from this sale of $1.00 be credited to Account Number CH 4X999 00102 (Reserve for Property Purchases).

b) That the Mayor and City Clerk be authorized and directed to execute the necessary documents.

D. W. Vyce

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above recommendation.

BACKGROUND:

On April 14, 1992, City Council adopted Item 17 of the 5th Report of the Transport and Environment Committee thereby authorizing the Director of Property to convey the surplus lands to the former owners for $1.00.

These lands were originally conveyed to the City for road widening purposes through severance and have since been designated surplus to the City's needs.

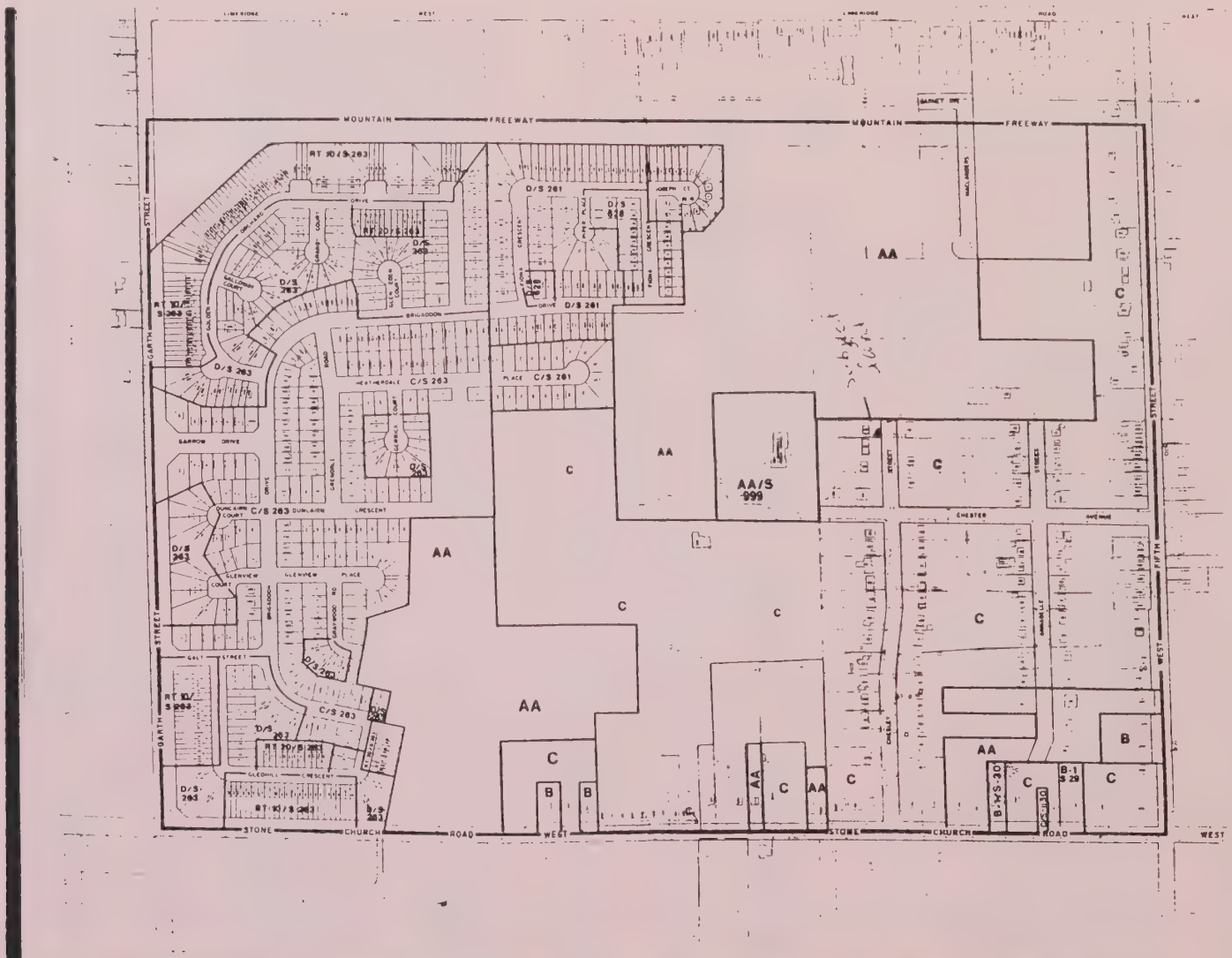
Attach.

c.c. P. Noé Johnson, City Solicitor

A. Ross, Treasurer

L. MacNeil, Property Clerk, Surveys

(4508 - 92C-97)



49	116	137
50	53	86
44	121	101

This is not a Legal Document
For Zoning Verification Please
Contact City Building Department.

Neighbourhood Boundary
Zoning Boundary

Prepared for The City of Hamilton
by the Planning and Development Department
of The Regional Municipality of Hamilton - Wentworth

CITY OF HAMILTON

GOURLEY

ZONING

SCALE 1:2000 (100m)

NORTH

PLANNING UNIT NO.		PAGE NO.
7610	JANUARY 1990	53

OFFER TO PURCHASE

I/We FIORISA CIRONE
ANTONIO CIRONE
of the City of Hamilton,

in the Regional Municipality of Hamilton-Wentworth,

hereinafter called the Purchaser,

hereby agree to and with THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH,

hereinafter called the Vendor,

to purchase all and singular that certain parcel or tract of land and premises situate in the City of Hamilton in the Regional Municipality of Hamilton-Wentworth, and being composed of Part of Lot 31, Registered Plan 823, formerly in the Township of Barton, now in the City of Hamilton, having a frontage of 12.033 metres (39.48 feet) more or less, by a depth of 5.166 metres (16.95 feet) more or less, being irregular in shape and comprising a total area of 44.675 square metres (480.9 square feet) more or less, being more particularly described as Part 3 on attached copy of Registered Plan 62R-10628, and being located directly in front of municipal address 116 Chesley Street.

at the price of ONE ---------- DOLLARS ($1.00)
of lawful money of Canada.

Provided that this Offer to Purchase is subject to the following conditions:-

1. This Offer shall be irrevocable by the Purchaser and may be accepted by the Vendor up to but not after the 1st day of September 1992, by a letter mailed or delivered to the Purchaser at 18 Caswell Drive, Hamilton, Ontario, L9C 7N2.

2. In the event that this Offer is not accepted, this offer and everything herein contained shall be null and void and no longer binding upon any of the parties hereto and the deposit shall be returned by the Vendor without interest and the Vendor shall not be liable for any damages or costs.

3. In the event of and upon the acceptance of this Offer, this Offer and the letter of acceptance shall be a binding contract of purchase and sale and shall be completed in accordance with the terms hereof.

4. The title is good and free from all encumbrance, except as to any registered restrictions or covenants.

5. The Purchaser is not to call for the production of any title deeds, abstract or evidence of title except such as are in the possession of the Vendor.

6. The Purchaser is to be allowed thirty days from the date of acceptance of such Offer to examine the title at his own expense. If within that time any valid objection to title is made in writing to the Vendor, or its Solicitor, which the Vendor shall be unable or unwilling to remove and which the Purchaser will not waive, the contract arising out of the acceptance of this Offer shall, notwithstanding any intermediate acts or negotiations in respect of such objections, be null and void and all monies shall be returned by the Vendor without interest and it shall not be liable for any damages or costs. Save as to any valid objection so made within such time the Purchaser shall be conclusively deemed to have accepted the title of the Vendor to the real property.

7. This transaction shall be closed on or before the 20th day of October, 1992.

8. On the closing of this transaction, the Vendor will convey the said lands to the Purchaser by a good and sufficient deed thereof in fee simple, free and clear of dower rights and all encumbrances, except as to any registered restrictions or covenants, and shall deliver vacant possession of the said lands to the Purchaser free of all tenancies.

9. The Purchaser shall assume taxes, local improvements, water and sewer rates from the date set out in paragraph 7 hereof.

10. Pending completion of this transaction, the Vendor will hold all fire insurance policies and the proceeds thereof in trust for the parties hereto as their interests may appear and in the event of damage to the said premises the Purchaser may either take the proceeds of the insurance, if any, and complete the purchase or may cancel this Offer whether accepted or not and have all monies theretofore paid returned without interest.

11. The deed or transfer is to be prepared at the expense of the Vendor. If the Vendor is a Trustee the deed or transfer is to contain trustee covenants only.

12. This agreement and its acceptance is to be read with all changes of gender or number required by the context.

13. In the event of failure of the Purchaser to complete this transaction by the date set out in paragraph 7 hereof, the deposit shall be forfeited to the Vendor as liquidated damages, in addition to any other right or remedy to which the Vendor may be entitled hereunder.

14. Acceptance of this Offer by the Regional Council shall be made in writing by the Regional Solicitor to the Purchaser or his Solicitor.

15. Any tender of documents or money may be made upon the parties hereto or their solicitors or agents and may be either by cash or certified cheque or in the case of payment by the Region, by means of the Region's uncertified cheque.

Time shall be of the essence of this Agreement, which shall enure to the benefit of and be binding upon the Purchaser, his heirs, executors, administrators, successors and assigns, and shall enure to the benefit of and be binding upon the Vendor, its successors and assigns.

DATED at Hamilton this 6th day of July 1992.

SIGNED, SEALED AND DELIVERED) Fiorisa Cirone (Seal)
in the presence of) FIORISA CIRONE
George Petrini) _____ (Seal)
) ANTONIO CIRONE
) _____ (Seal)

Name of Purchaser's Solicitor George Petrini

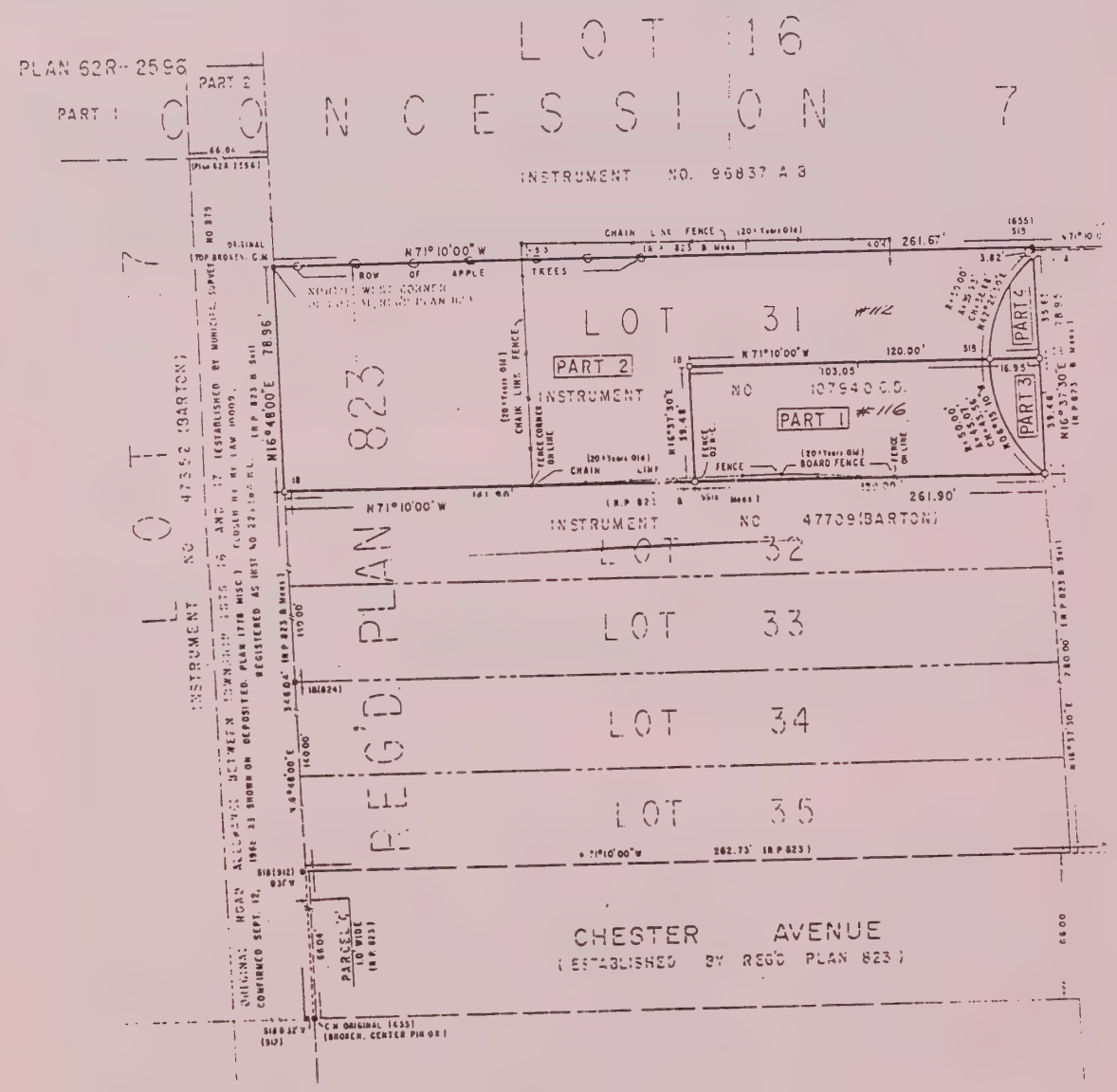
Address of Purchaser's Solicitor 242 James Street South, Hamilton

92/04/16

PLAN OF SURVEY
OF
LOT 31, REGISTERED PLAN 823
(FORMERLY IN THE TOWNSHIP OF BARTON)
NOW IN THE
CITY OF HAMILTON
REGIONAL MUNICIPALITY OF
HAMILTON - WENTWORTH
SCALE 1 INCH = 30 FEET

A. T. McLAREN O.L.S. - 1989

SCHEDULE			
PART	LOT	PLAN	INST NO.
1			
2	31		
3			
4			



LEGEND:

○	DENOTES	MONUMENT PLANTED
◆	"	MONUMENT FOUND
SIB	"	STANDARD INCH BAR
IB	"	IRON BAR
SSIB	"	SHORT STANDARD IRON BAR
CM	"	CONCRETE MONUMENT
(912)	"	A.J. CLAPSE O.L.S.
(824)	"	A.T. McLAREN O.L.S.
1655	"	J.T. PETERS O.L.S.
●	"	SURVEYOR'S IRON BAR

BEARING NOTE:
BEARINGS ARE ASTRONOMIC AND ARE REFERRED TO THE NORTH-WESTERLY LIMIT OF CHESLEY STREET AS BEING N16°37'30"E AS SHOWN ON REGISTERED PLAN 823

"CAUTION: This plan is not a plan of subdivision within the meaning of The Planning Act."

SURVEYOR'S CERTIFICATE
I CERTIFY THAT:
1. THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE WITH THE SURVEYS ACT AND THE REGISTRY ACT AND THE REGULATIONS MADE THEREUNDER;
2. THE SURVEY WAS COMPLETED ON THE 19th DAY OF SEPT., 1989

Sept 27/89
DATE

A.T. McLAREN, O.L.S.

2 (E)

CITY OF HAMILTON

- RECOMMENDATION -

800-0624

DATE: 1992 July 9

RECEIVED
JUL 0 9 1992
CITY CLERKS

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo,
Director of Public Works

SUBJECT: Proposed Construction of Concrete Sidewalks:
1. Limeridge Road (North Side) from Approximately 400 m East of Upper Wellington Street to Approximately 127 m Easterly
2. Limeridge Road (South Side) from Upper Wellington Street to Approximately 263 m Easterly and from Approximately 376 m East of Upper Wellington Street to Approximately 69 m Easterly

RECOMMENDATION:

a) That the construction of a concrete sidewalk on the north side of Limeridge Road from approximately 400 m east of Upper Wellington Street to approximately 127 m easterly and on the south side of Limeridge Road from Upper Wellington Street to approximately 263 m easterly and from approximately 376 m east of Upper Wellington Street to approximately 69 m easterly proceed as Local Improvements pursuant to Section 12 of the Local Improvement Act at an estimated gross cost of twenty-one thousand dollars ($21,000.) and fifty thousand dollars ($50,000.) respectively as provided in the 1992 portion of the 1992 to 2001 Capital Budget with a City's Share of ten thousand, eight hundred and sixty dollars and eighty cents ($10,860.80) and twenty-three thousand, four hundred and forty dollars ($23,440.) respectively and an Owner's Share of ten thousand, one hundred and thirty-nine dollars and twenty cents ($10,139.20) and twenty-six thousand, five hundred and sixty dollars ($26,560.) respectively; and,

b) That the Finance and Administration Committee be requested to recommend a source of funds for these Capital Projects; and,

...../2

c) That the Senior Director of Roads be authorized to construct these works once all of the necessary approvals have been received.

D. Lobo,
Director of Public Works

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Provision has been made for these works in the 1992 to 2001 Capital Budget. These Projects will reduce the balance available in the City's Share to four hundred and twenty-eight thousand, two hundred and twenty-seven dollars and sixty-six cents ($428,227.66), in the Owner's Share to four hundred and seventeen thousand, seven hundred and eighty-five dollars and fourteen cents ($417,785.14) and the Gross Cost to eight hundred and forty-six thousand and twelve dollars and eighty cents ($846,012.80).

BACKGROUND:

Requests from the public through the Ward Aldermen have been received for the construction of the sidewalks on the south side of Limeridge between Upper Wellington and Donegal Place. The construction of these sidewalks along with the portion on the north side will provide a continuous concrete sidewalk between Upper Wellington Street and Upper Wentworth Street. The location of the Project is shown on the attached plan.

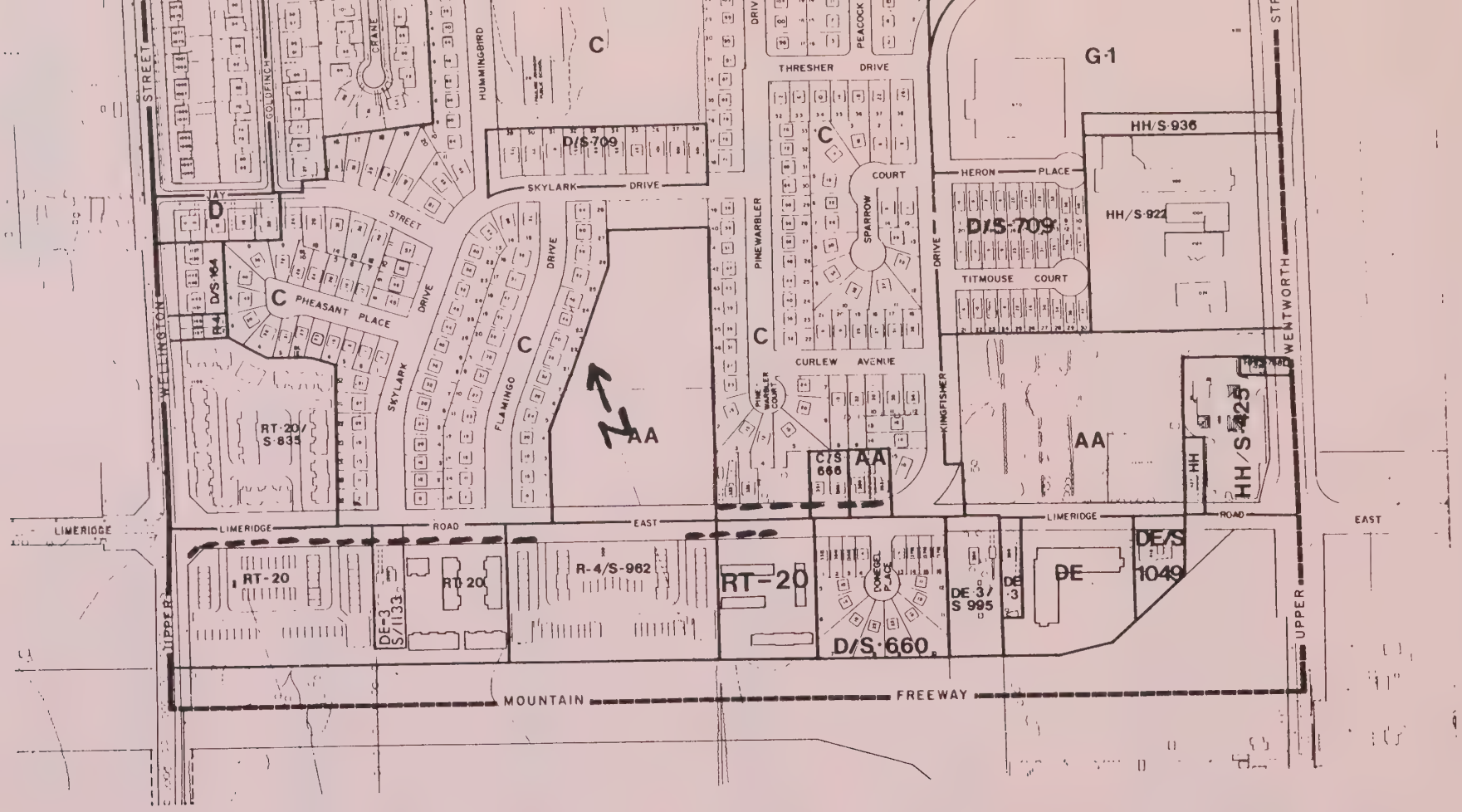
RPM:bk
Attch.

cc: A. Ross, City Treasurer
Treasury Department
Attn: N. Adhya, Manager of Budgets

G. Lawson, Commissioner
Finance Department

V. Abraham, Director of
Local Planning

E. M. Gill, Senior Director of Roads
Roads Department



--- PROPOSED SIDEWALKS

7	65	18
56	16	130
82	33	118

This is not a Legal Document
For Zoning Verification Please
Contact City Building Department.

CITY OF HAMILTON

BRULEVILLE

ZONING

Neighbourhood Boundary
Zoning Boundary

0 100m
SCALE 50m
NORTH

Prepared for The City of Hamilton
by the Planning and Development Department
of The Regional Municipality of Hamilton - Wentworth

PLANNING UNIT NO. 7202

JANUARY 1990

PAGE NO. 16

2 (F)(i)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 July 3

REPORT TO: Kevin Christenson, Secretary
Transport and Environment Committee

RECEIVED
JUL 0 6 1992
CITY CLERKS

FROM: P. Noé Johnson
City Solicitor

SUBJECT: By-law to authorize the construction of Local Improvements of concrete sidewalks on the west side of WEST 33rd STREET at the west end of Elmwood Avenue $2,500.00

RECOMMENDATION:

That City Council enact the attached By-law to authorize the construction of local improvements of a concrete sidewalk on the west side of West 33rd Street at the west end of Elmwood Avenue.

P. Noé Johnson

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The construction of these local improvements was approved by Council on June 30, 1992, in adopting Item 48 of the 7th Report of the Transport & Environment Committee. There is no Ontario Municipal Board approval required in this matter as this money was provided for in the 1992 portion of the 1992-2001 Capital Budget with a City's share of $2,500.00 and an Owner's Share of zero dollars.

:sr
Att.

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 92-

To Authorize:

1. The construction of local improvements without petition under Section 12 of The Local Improvement Act of an independent concrete sidewalk on the west side of West 33rd Street at the west end of Elmwood Avenue.

2. The supervision of the construction by the Director of Public Works.

WHEREAS it is expedient to proceed without petition to undertake, as local improvements, the works herein described at a total estimated cost of $2,500.00 to be financed from the 1992 Capital Levy;

AND WHEREAS the Council has obtained reports, estimates and statements required for the undertaking of the said works;

AND WHEREAS the Council of The Corporation of the City of Hamilton did adopt Item 48 of the 7th Report of the Transport & Environment Committee and Item 7 of the 14th Report of the Finance & Administration Committee on June 30, 1992;

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The construction of the works more particularly described as an independent concrete sidewalk on the west side of West 33rd Street at the west end of Elmwood Avenue may be proceeded with under The Local Improvement Act, at an estimated cost not to exceed $2,500.00, which cost shall be financed from the 1992 Capital Levy.

2. The Director of Public Works is hereby authorized to supervise construction of the works.

3. The Mayor and City Clerk are hereby authorized to execute, on behalf of The Corporation of the City of Hamilton, all contracts necessary for the construction of the works.

PASSED this day of , A.D. 1992.

City Clerk Mayor

(1992) 7 R.T.E.C. 48, June 30
(1992) 14 R.F.A.C. 7, June 30

2(F)(ii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 July 3

RECEIVED
JUL 0 6 1992
CITY CLERKS

REPORT TO: Kevin Christenson, Secretary
Transport and Environment Committee

FROM: P. Noé Johnson
City Solicitor

SUBJECT: By-law to authorize the construction of Local Improvements of concrete sidewalks at the east end of South Bend Road East (north side) at the north end of Holt Avenue - $2,860.00

RECOMMENDATION:

That City Council enact the attached By-law to authorize the construction of local improvements of a concrete sidewalk at the east end of South Bend Road East (north side) at the north end of Holt Avenue.

P. Noé Johnson

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The construction of these local improvements was approved by Council on June 30, 1992, in adopting Item 48 of the 7th Report of the Transport & Environment Committee. There is no Ontario Municipal Board approval required in this matter as this money was provided for in the 1992 portion of the 1992-2001 Capital Budget with a City's share of $2,860.00 and an Owner's Share of zero dollars.

:sr
Att.

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 92-

To Authorize:

1. The construction of local improvements without petition under Section 12 of The Local Improvement Act of an independent concrete sidewalk at the east end of South Bend Road East (north side) at the north end of Holt Avenue.

2. The supervision of the construction by the Director of Public Works.

WHEREAS it is expedient to proceed without petition to undertake, as local improvements, the works herein described at a total estimated cost of $2,860.00 to be financed from the 1992 Capital Levy;

AND WHEREAS the Council has obtained reports, estimates and statements required for the undertaking of the said works;

AND WHEREAS the Council of The Corporation of the City of Hamilton did adopt Item 48 of the 7th Report of the Transport & Environment Committee and Item 7 of the 14th Report of the Finance & Administration Committee on June 30, 1992;

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The construction of the works more particularly described as an independent concrete sidewalk at the east end of South Bend Road East (north side) at the north end of Holt Avenue may be proceeded with under The Local Improvement Act, at an estimated cost not to exceed $2,860.00, which cost shall be financed from the 1992 Capital Levy.

2. The Director of Public Works is hereby authorized to supervise construction of the works.

3. The Mayor and City Clerk are hereby authorized to execute, on behalf of The Corporation of the City of Hamilton, all contracts necessary for the construction of the works.

PASSED this day of , A.D. 1992.

City Clerk Mayor

(1992) 7 R.T.E.C. 48, June 30
(1992) 14 R.F.A.C. 7, June 30

2(F)(iii)

CITY OF HAMILTON

- RECOMMENDATION -

RECEIVED

JUL 0 6 1992

CITY CLERKS

DATE: 1992 July 3

REPORT TO: Kevin Christenson, Secretary
Transport and Environment Committee

FROM: P. Noé Johnson
City Solicitor

SUBJECT: By-law to authorize the construction of Local Improvements of a concrete curb on the east side of Upper Kenilworth Avenue between Landron Avenue and Limeridge Road - $46,100.00

RECOMMENDATION:

That City Council enact the attached By-law to authorize the construction of local improvements of a concrete curb on the east side of Upper Kenilworth Avenue between Landron Avenue and Limeridge Road.

P. Noé Johnson

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The construction of these local improvements was approved by Council on June 30, 1992, in adopting Item 47 of the 7th Report of the Transport & Environment Committee. There is no Ontario Municipal Board approval required in this matter as this money was provided for in the 1992 portion of the 1992-2001 Capital Budget with a City's share of $46,100.00 and an Owner's Share of zero dollars.

:sr
Att.

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 92-

To Authorize:

1. The construction of local improvements without petition under Section 12 of The Local Improvement Act of an independent concrete curb on the east side of Upper Kenilworth Avenue between Landron Avenue and Limeridge Road.

2. The supervision of the construction by the Senior Director of Roads.

WHEREAS it is expedient to proceed without petition to undertake, as local improvements, the works herein described at a total estimated cost of $46,100.00 to be financed from the 1992 Capital Levy;

AND WHEREAS the Council has obtained reports, estimates and statements required for the undertaking of the said works;

AND WHEREAS the Council of The Corporation of the City of Hamilton did adopt Item 47 of the 7th Report of the Transport & Environment Committee and Item 6 of the 14th Report of the Finance & Administration Committee on June 30, 1992;

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The construction of the works more particularly described as an independent concrete curb on the east side of Upper Kenilworth Avenue between Landron Avenue and Limeridge Road may be proceeded with under The Local Improvement Act, at an estimated cost not to exceed $46,100.00, which cost shall be financed from the 1992 Capital Levy.

2. The Senior Director of Roads is hereby authorized to supervise construction of the works.

3. The Mayor and City Clerk are hereby authorized to execute, on behalf of The Corporation of the City of Hamilton, all contracts necessary for the construction of the works.

PASSED this day of , A.D. 1992.

City Clerk Mayor

(1992) 7 R.T.E.C. 47, June 30
(1992) 14 R.F.A.C. 6, June 30

3.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: July 9, 1992
S703-77 M.J.Inrig
S716-34
S718-76
S718-77
S718-78 P. Strong

REPORT TO: *K. Christenson, Secretary*
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT:

1992 Servicing Expenditures Related to Subdivisions

RECOMMENDATION:

a) That the portion of Item 3 of the Transport and Environment Committee Report 4-92 adopted by City Council on March 10, 1992, which refers to approval of engineering schedules for "Claudette Gardens - Phase 1", Hamilton be DELETED.

b) That the portion of Item 6 of the Transport and Environment Committee Report 5-91 adopted by City Council on March 12, 1991, which refers to the approval of engineering schedules for "Paradise Gate Estates", Hamilton be DELETED.

c) That the submitted schedules of works be adopted for inclusion in the Subdivision Agreements with the Owners for the estimated cost of services in;

i) "CLAUDETTE GARDENS - PHASE 1", Hamilton

City's Share - $NIL Owner's Share - $324,865.22

ii) "PARADISE GATE ESTATES - PHASE 1", Hamilton

City's Share - $NIL Owner's Share - $290,422.00

iii) "THE GARDENS OF RYMAL - PHASE 3", Hamilton

City's Share - $5,479.45 Owner's Share - $166,224.10

iv) "THE GARDENS OF RYMAL - PHASE 4", Hamilton

City's Share - $8,317.73 Owner's Share - $167,563.09

Cont'd .....

1992 Servicing Expenditures Related to Subdivisions

Cont'd .....

v) "RYMAL SQUARE ESTATES - PHASE 3,", Hamilton

City's Share - $62,625.60 Owner's Share - $55,568.00

d) That the Mayor and City Clerk be authorized and directed to execute the proposed subdivision agreements with the Owner's of "Claudette Gardens - Phase 1", Hamilton, "Paradise Gate Estates - Phase 1", Hamilton, "The Gardens of Rymal - Phase 3", Hamilton, "The Gardens of Rymal - Phase 4", Hamilton and "Rymal Square Estates - Phase 3", Hamilton.

e) That approval of the above noted clauses be subject to the condition that no work has commenced on the installation of services except as provided for in Section "f" below.

f) That in the event the Owner's wish to proceed prior to the registration of the Final Plans and Subdivision Agreements they should be allowed to do so at their own risk provided they enter into standard agreements with the City of Hamilton for pre-servicing.

g) That the City's share for the services in "The Gardens of Rymal - Phase 3" ($5,479.45), "The Gardens of Rymal - Phase 4" ($8,317.73) and "Rymal Square Estates - Phase 3" ($62,625.60) be approved and that the Finance and Administration Committee recommend the source of funding for these projects.

h) That the Final Plan for "The Gardens of Rymal - Phase 3" not be released for registration until the Final Plan for "The Gardens of Rymal - Phase 2" has been registered.

i) That the Final Plan for "The Gardens of Rymal - Phase 4" not be released for registration until the Final Plan for "The Gardens of Rymal - Phase 3" has been registered.

j) That the Final Plan for "Rymal Square Estates - Phase 3" not be released for registration until the Final Plan for "Rymal Square Estates - Phase 2" has been registered.

E.M. Gill, P.Eng.

Cont'd .....

1992 Servicing Expenditures Related to Subdivisions

Cont'd .....

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

CLAUDETTE GARDENS - PHASE 1

There are no financial costs to the City associated with this development.

PARADISE GATE ESTATES - PHASE 1

There are no financial costs to the City associated with this development.

THE GARDENS OF RYMAL - PHASE 3

The total estimated cost of the City's share of services to be approved at this time is $5,479.45. There is extra depth asphalt required on Vineberg Court and the City's share of costs will pay for the portion of asphalt beyond the standard depth.

The cost sharing between the City and the Owner is in accordance with current policies and there will be no recovery of monies in the future for the City's share of costs in this development.

THE GARDENS OF RYMAL - PHASE 4

The total estimated cost of the City's share of services to be approved at this time for this development is $8,317.73.

A portion of the City's share of costs ($4,769.88) is associated with extra depth asphalt on Vineberg Court and Bianca Drive. The remaining portion of the City's share ($3,547.85) is associated with fencing between City park lands and the lands of the subdivision.

All cost sharing between the City and the Owner is in accordance with present policies and there will be no recovery of monies in the future for the City's share of costs in this development.

RYMAL SQUARE ESTATES - PHASE 3

The total estimated cost of the City's share of service to be approved at this time for this development is $62,625.60.

A portion of the City's share of costs ($58,067.75) is associated with the installation of storm and sanitary sewers adjacent to City park lands. The remaining portion ($4,557.87) is associated with fencing between City park lands and the lands of this development and grading related to the installation of the sewers.

Cont'd .....

1992 Servicing Expenditures Related to Subdivisions

Cont'd .....

All cost sharing between the City and the owner is in accordance with present policies and there will be no recovery of monies in the future for the City's share for the costs in this development.

BACKGROUND:

CLAUDETTE GARDENS - PHASE 1

On October 9, 1990, City Council approved a recommendation to enter into a subdivision agreement with the Owner of Claudette Gardens. Claudette Gardens - Phase 1 is a smaller portion of the original approved draft plan.

Council has previously approved engineering schedules for Claudette Gardens - Phase 1 in adopting Item 3 of the Transport and Environment Committee. However, the Owners (Adisco Limited) have changed Phase 1 of the subdivision to include two (2) streets, Giselle Drive and Lynnette Drive and forty-eight (48) small single family lots. The Block for multiple residential development, originally proposed in Phase 1, has been omitted from this plan of subdivision.

Claudette Gardens - Phase 1 subdivision is located on the west side of Garth Street, north of Rymal Road East in the Falkirk East planning neighbourhood.

PARADISE GATE ESTATES - PHASE 1

On February 2, 1988, City Council approved a recommendation to enter into a subdivision agreement with the Owner of Paradise Gate Estates. Paradise Gate Estates -Phase 1 is a smaller phase of the original approved draft plan.

City Council has previously approved Engineering Schedules for Paradise Gate Estates subdivision on March 12, 1991 in adopting Item 6 of the Transport and Environment Committee Report 5-91. The City Subdivision Agreement was prepared by internal staff and sent to the Owner for execution on June 26, 1991. Staff was later informed by the developer that the subdivision was going to be put on "hold" indefinitely. Thus the City Subdivision Agreement was never returned for execution by the City.

Staff have been informed that the Owner is now ready to develop the subdivision in smaller phases. As more than a reasonable amount of time has passed since the Subdivision Agreement was sent to the Owner for execution, it is being recommended that the Engineering Schedules and City Subdivision Agreement be revised to reflect current policy for this development. Approval of the attached Engineering Schedules, at this time, is for the Phase 1 development only.

Cont'd .....

1992 Servicing Expenditures Related to Subdivisions

Cont'd .....

The development of Paradise Gate Estates - Phase 1 will result in the creation of twenty-six (26) single family residential lots and one (1) block for institutional use.

The lands of Paradise Gate Estates - Phase 1 are located on the north side of Rymal Road West, east of Upper Paradise Road, in the Falkirk East planning neighbourhood.

THE GARDENS OF RYMAL - PHASE 3 and PHASE 4

On November 14, 1989 City Council approved a recommendation to enter into a subdivision agreement with the Owner of The Gardens of Rymal subdivision. The Gardens of Rymal - Phase 3 and 4 are smaller phases of the original approved draft plan.

The development of The Gardens of Rymal - Phase 3 will result in the creation of thirty (30) small size single family residential lots. Phase 4 of The Gardens of Rymal Subdivision will result in the creation of thirty-one (31) standard size single family residential lots.

In order to ensure the proper and orderly development of the various phases of this subdivision with respect to servicing and road access, Phase 3 will not be released for registration until Phase 2 has been registered and Phase 4 will not be released for registration until Phase 3 has been registered.

Phase 3 and 4 of The Gardens of Rymal are located on the west side of Upper Wentworth Street, south of Rymal Road in the Chappel West planning neighbourhood.

RYMAL SQUARE ESTATES - PHASE 3

On January 30, 1992 City Council approved a recommendation to enter into a subdivision agreement with the Owner of Rymal Square Estates, Rymal Square Developments Inc. The development of Rymal Square Estates - Phase 3 will result in the creation of one block of land for townhouse development.

Sewers are being extended from the intersection of Elite Drive and Acadia Drive to service this development. The sewers will be crossing a portion of City owned parkland and therefore, the City is required to pay a portion of the costs.

In order to ensure the proper and orderly development of the various phases of this subdivision with respect to providing the appropriate sewer outlets, this phase of development will not be released for registration until "Rymal Square Estates - Phase 2" has been registered.

Cont'd .....

1992 Servicing Expenditures Related to Subdivisions

Cont'd .....

Rymal Square Estates - Phase 3 is located on the north side of Rymal Road East, between Upper Wentworth Street and Upper Sherman Avenue in the Butler Neighbourhood.

MJI/PS:ja

cc: R. Hammel, City Treasury Department

1992 SUBDIVISION EXPENDITURE SUMMARY

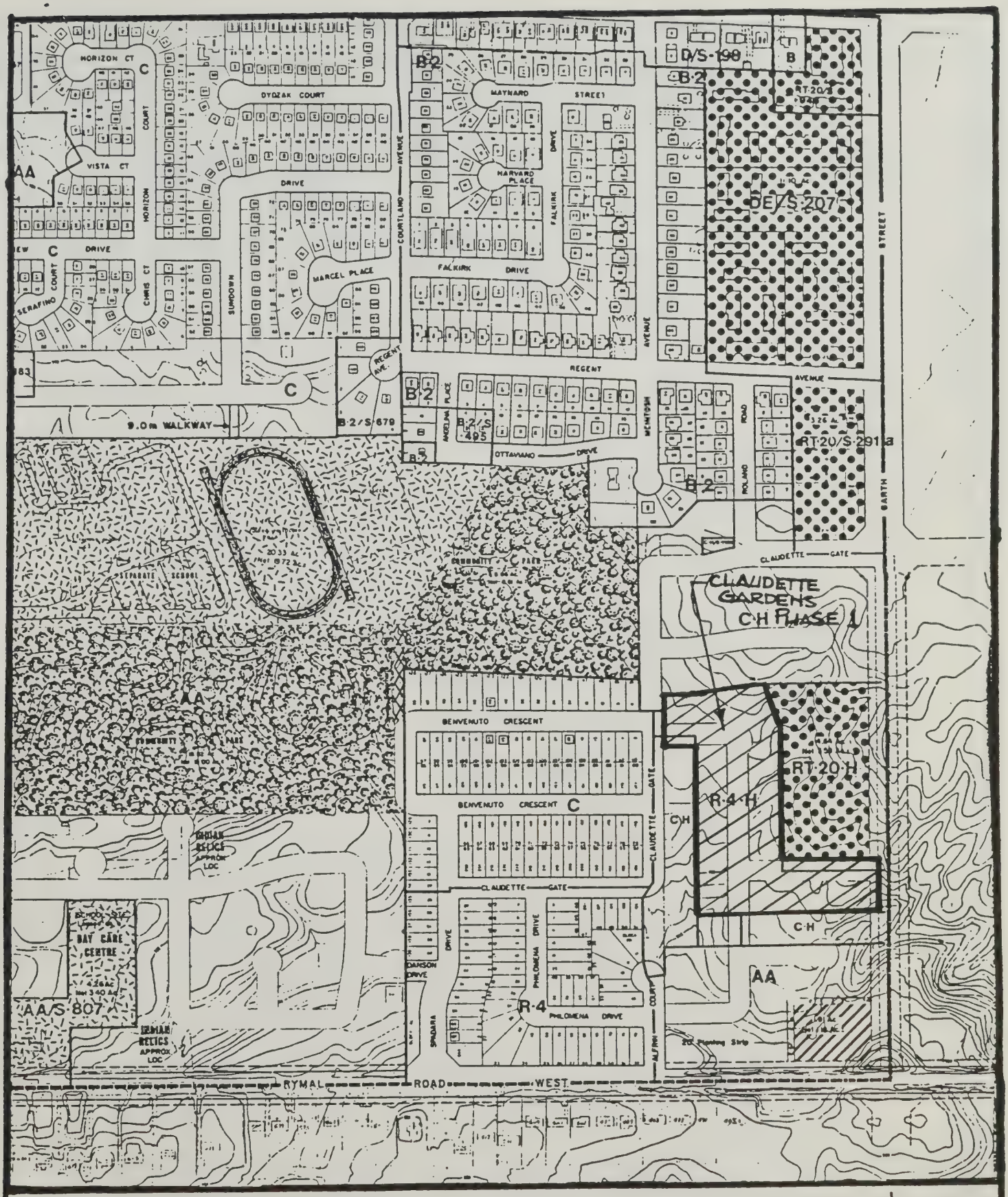
Name of: - SUBDIVISION - DEVELOPER - CONSULTANT - SURVEYOR	# OF LOTS and LOCATION	SUBDIVISION AGREEMENT AUTHORIZATION	DESCRIPTION OF WORKS	CITY'S SHARE OF EXPENDITURES: 0.3 METRE RESERVE COSTS	CITY'S SHARE OF EXPENDITURES: NON-RECOVERABLE & OVERSIZED COSTS	TOTAL CITY'S SHARE	TOTAL SUBDIVIDER'S SHARE	TOTAL SERVICING COSTS
- CLAUDETTE GARDENS PHASE 1 - ADISCO LIMITED - Urbex Engineering Ltd. - J.P.Woolley, O.L.S. (Dept File: S703-77)	48 Lots Hamilton	90-10-09 P&D 17-90 Item 8	Catch Basins & Connections	$0.00	$0.00			
			Curbs & Sidewalks	$0.00	$0.00			
			Finished Roads	$0.00	$0.00			
			Dead End Barricade	$0.00	$0.00			
			Street Lighting	$0.00	$0.00	$0.00	$324,865.22	$324,865.22
- PARADISE GATE ESTATES PHASE 1 - GINFIL CONSTRUCTION LTD. - Odan Corporation - W. Bruce Clarke, O.L.S. (Dept File: S716-34)	26 Lots Hamilton	88-02-09 P&D 3-88 Item 32	Catch Basins & Connections	$0.00	$0.00			
			Curbs & Sidewalks	$0.00	$0.00			
			Finished Roads	$0.00	$0.00			
			Dead End Barricade	$0.00	$0.00			
			Street Lighting	$0.00	$0.00	$0.00	$290,422.00	$290,422.00
- THE GARDENS OF RYMAL PHASE 3 - BENEMAR CONSTRUCTION INC. - Sidney W. Woods Engineering - S. J. Balaban, O.L.S. (Dept File: S718-76)	30 Lots Hamilton	89-11-14 P&D 26-89 Item 17	Catch Basins & Connections	$0.00	$0.00			
			Curbs & Sidewalks	$0.00	$0.00			
			Finished Roads	$0.00	$5,479.45			
			Dead End Barricade	$0.00	$0.00			
			Street Lighting	$0.00	$0.00	$5,479.45	$166,244.10	$171,723.55
SUB TOTALS (page 1):				$0.00	$5,479.45	$5,479.45	$781,531.32	$787,010.77

* OVERSIZING EXPENDITURES are Non-Recoverable
* 0.3 METRE RESERVE EXPENDITURES are Fully Recoverable

1992 SUBDIVISION EXPENDITURE SUMMARY

Name of: - SUBDIVISION - DEVELOPER - CONSULTANT - SURVEYOR	# OF LOTS and LOCATION	SUBDIVISION AGREEMENT AUTHORIZATION	DESCRIPTION OF WORKS	CITY'S SHARE OF EXPENDITURES: 0.3 METRE RESERVE COSTS	CITY'S SHARE OF EXPENDITURES: NON-RECOVERABLE & OVERSIZED COSTS	TOTAL CITY'S SHARE	TOTAL SUBDIVIDER'S SHARE	TOTAL SERVICING COSTS
Balance Forward from Page -1-				$0.00	$5,479.45	$5,479.45	$781,531.32	$787,010.77
- THE GARDENS OF RYMAL PHASE 4	31 Lots Hamilton	89-11-14 P&D 26-89 Item 17	Catch Basins & Connections	$0.00	$0.00			
- BENEMAR CONSTRUCTION INC.			Curbs & Sidewalks	$0.00	$0.00			
- Sidney W. Woods Engineering			Finished Roads	$0.00	$4,769.88			
- S. J. Balaban, O.L.S.			Dead End Barricade	$0.00	$0.00			
(Dept File: S718-77)			Fencing	$0.00	$3,547.85			
			Street Lighting	$0.00	$0.00	$8,317.73	$167,563.09	$175,880.82
- RYMAL SQUARE ESTATES PHASE 3	1 Block Hamilton	90-01-30 P&D 2-90 Item 10	Catch Basins & Connections	$0.00	$0.00			
- RYMAL SQUARE DEVELOPMENTS INC.			Curbs & Sidewalks	$0.00	$0.00			
- Urbex Engineering Ltd.			Finished Roads	$0.00	$0.00			
- W. Bruce Clarke, O.L.S.			Dead End Barricade	$0.00	$0.00			
(Dept File: S718-78)			Fencing & Grading	$0.00	$4,557.85			
			Sewers	$0.00	$58,067.75			
			Street Lighting	$0.00	$0.00	$62,625.60	$55,568.00	$118,193.60
TOTALS (pages 1 & 2):				$0.00	$76,422.78	$76,422.78	$1,004,662.41	$1,081,085.19

* OVERSIZING EXPENDITURES are Non-Recoverable
* 0.3 METRE RESERVE EXPENDITURES are Fully Recoverable



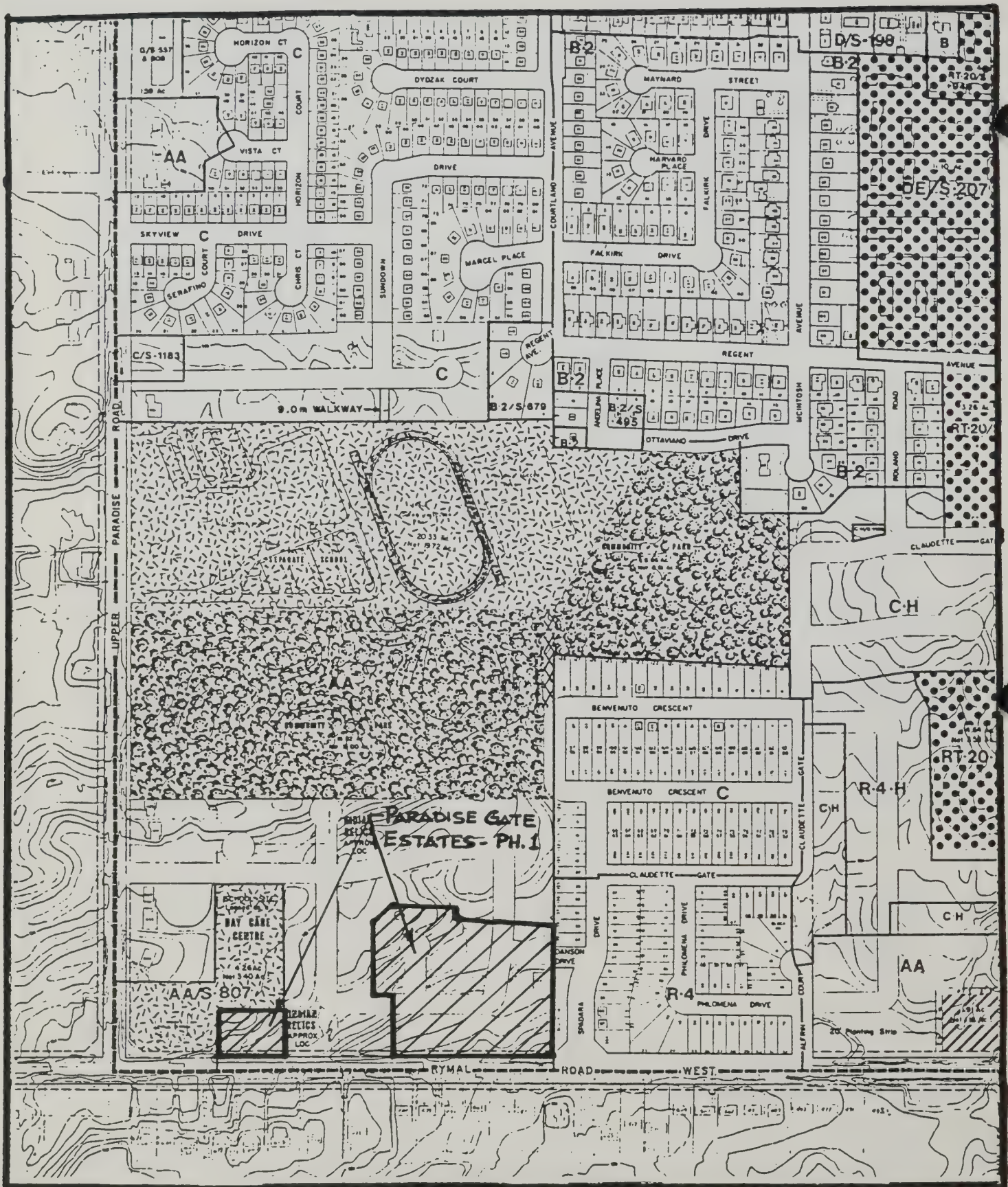
KEY PLAN

NTS

NORTH

FALKIRK EAST

APPROVED PLAN



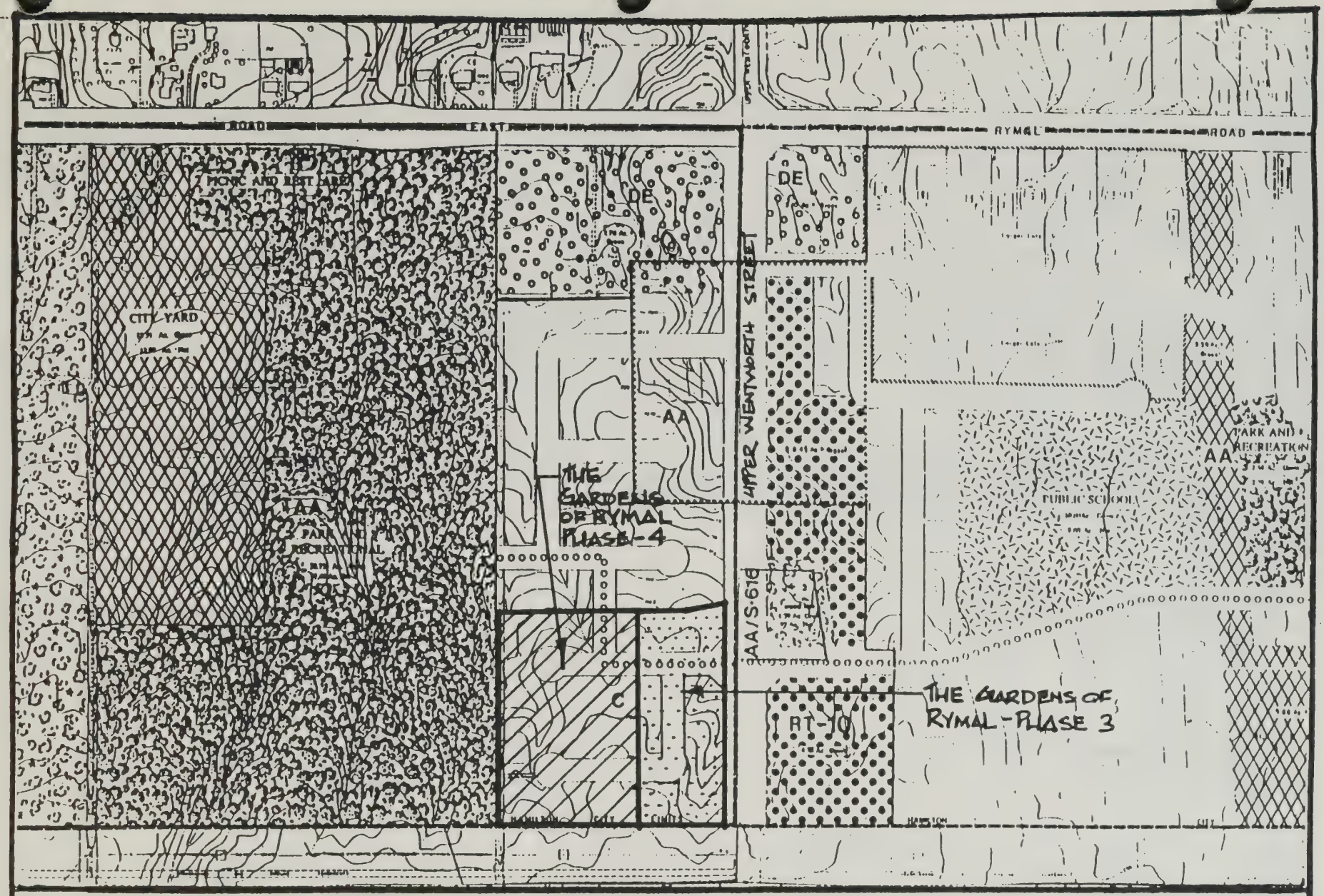
KEY PLAN

NTS

NORTH

FALKIRK EAST

APPROVED PLAN

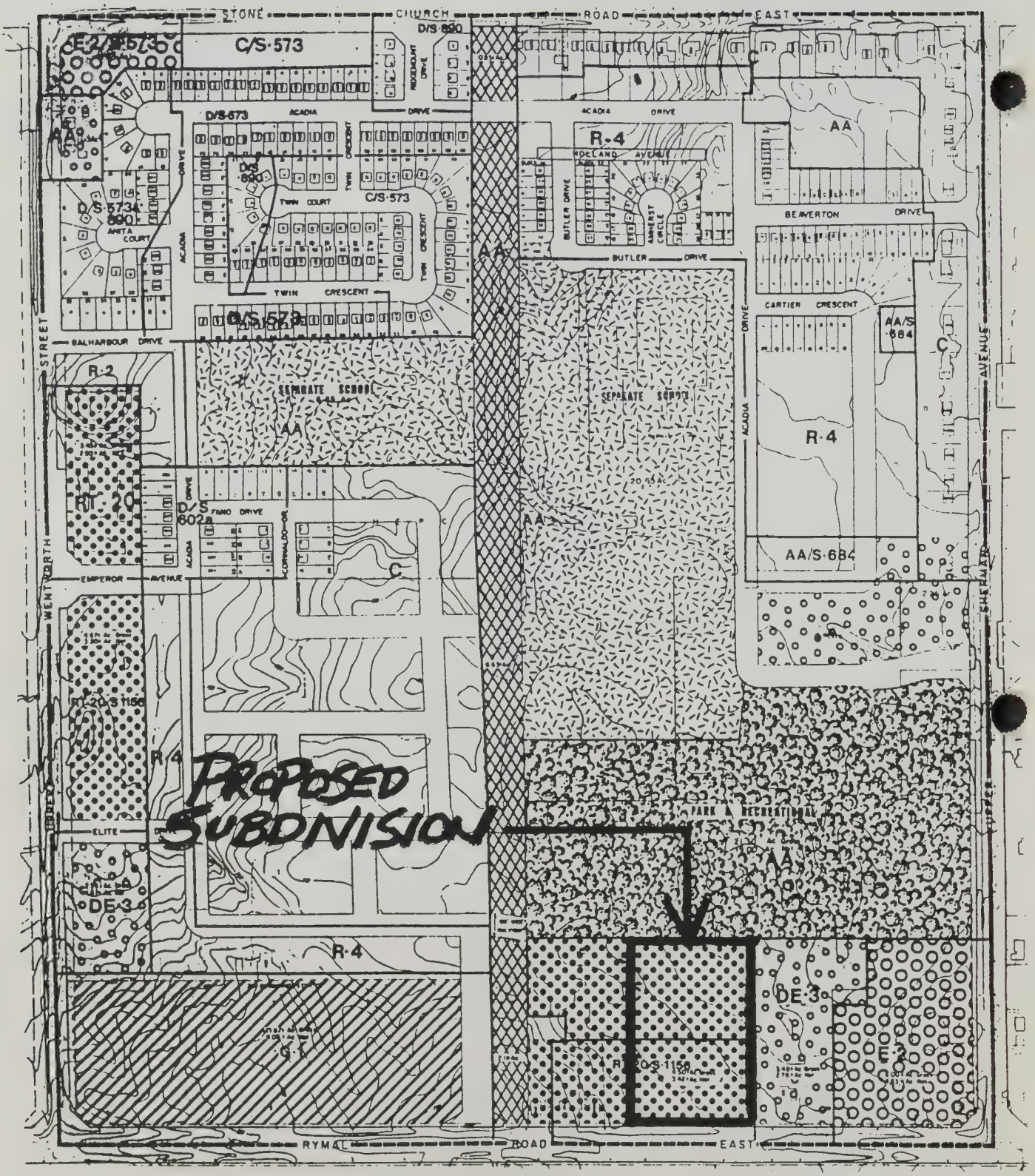


KEY PLAN

N.T.S.

CHAPPEL EAST & WEST

APPROVED PLANS



CITY OF HAMILTON
PLANNING DEPARTMENT

BUTLER

APPROVED PLAN

NORTH

SCALE 0 100 m 50 m

KEY PLAN FOR "RYMAL SQUARE ESTATES - PHASE 3"

5.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 May 28

REPORT TO: Kevin Christenson
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Maple Avenue and Grosvenor Avenue South - Intersection Control. [TEC-84-92]

RECOMMENDATION:

That no action be taken on the request for four-way stop control at the intersection of Maple Avenue and Grosvenor Avenue.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The installation of unwarranted four-way stop control at this location will result in increased motor vehicle operating costs in the order of $10,000.00 annually.

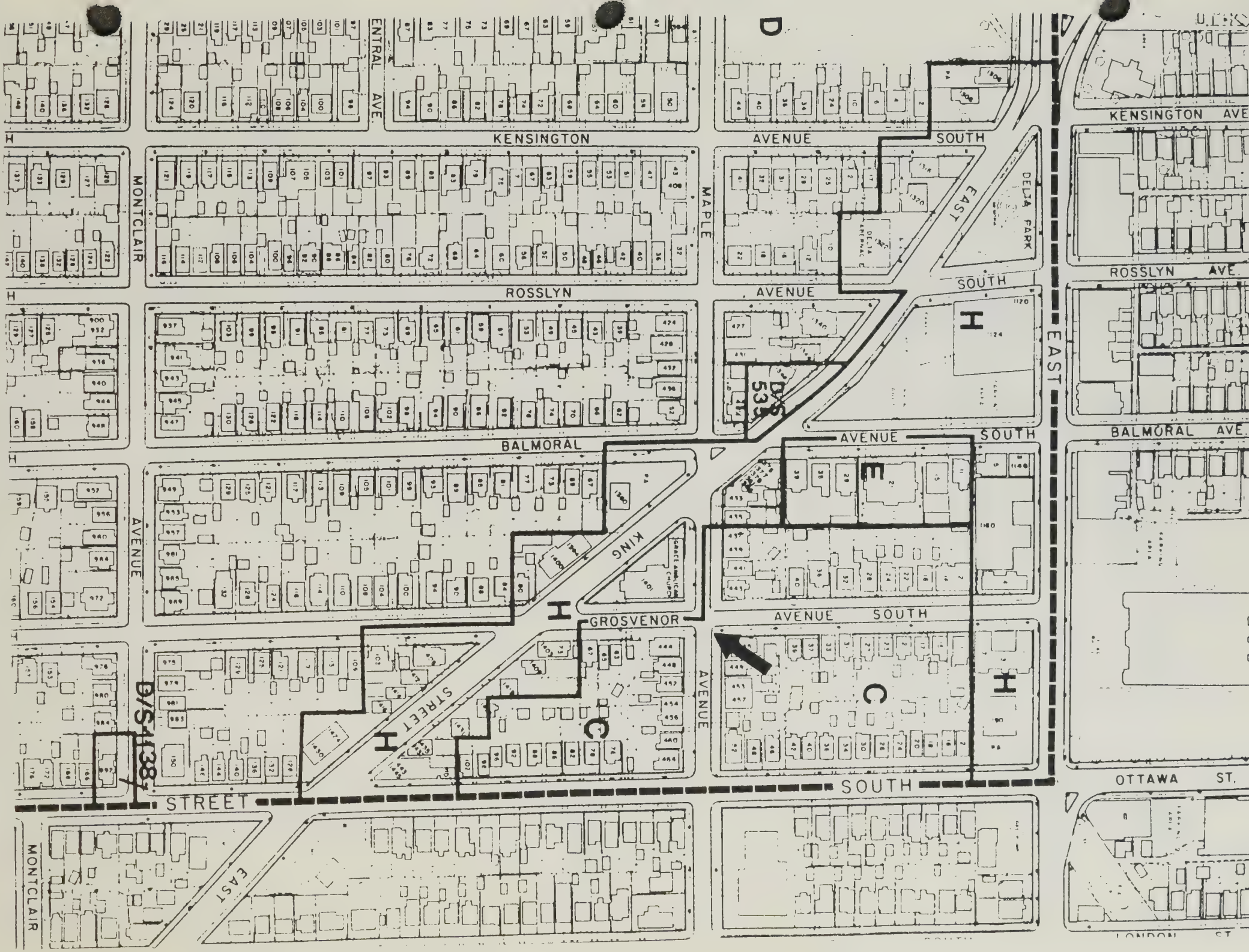
BACKGROUND:

Alderman Drury has advised of requests that four-way stop control be implemented at the intersection of Maple and Grosvenor.

The subject intersection is a four-leg intersection, and presently, northbound and southbound traffic on Grosvenor is required to stop for eastbound and westbound traffic on Maple. Traffic Department records indicate that the intersection has experienced an average of 1.6 collisions per year over the past seven years. This is not an abnormal collision record for this type of intersection.

Presently, eastbound and westbound traffic on Maple is required to stop at King (200 feet west of Grosvenor) and at Ottawa (250 feet east of Grosvenor), and the Traffic Department would consider an additional stop on Maple in this two block section of street to be over-restrictive and unnecessary. Further, the Traffic Department has its usual concerns respecting unwarranted four-way stops which are related to the fact that all direction stop signs have extremely harmful environmental affects, stop signs have no affect on the speed or volume of traffic, and unwarranted stop signs create disrespect by the motorist to the extent that the observation of stop signs is deteriorating every year.

In view of the above and since none of the criteria respecting the use of all-direction stop control are met at this intersection, the Traffic Department does not support the request for four-way stop control at Maple and Grosvenor.


KENSINGTON
AVENUE
SOUTH
ROSSLYN
AVENUE
SOUTH
BALMORAL
AVENUE
SOUTH
GROSVENOR
AVENUE
SOUTH
STREET
SOUTH
EAST
MAPLE
AVENUE
MONTCLAIR
AVENUE
KING
STREET
AVENUE
EAST
DELIA PARK
KENSINGTON AVE.
ROSSLYN AVE.
BALMORAL AVE.
OTTAWA ST.
LONDON ST.
B/S 533
B/S 1138
H
H
H
H
C
C
E
D

6.

CORPORATION OF THE CITY OF HAMILTON

MEMORANDUM

RECEIVED
JUL 09 1992
CITY CLERKS

TO: K. C. Christenson
Transportation and Environment Committee

YOUR FILE:

FROM: John Thompson
Acting Clerk

OUR FILE:
PHONE: 526-2751

SUBJECT: **PETITION-
SIDEWALK RECONSTRUCTION-
SCENIC DRIVE**

DATE: 1992 July 9

Attached for information and appropriate action is a copy of a petition dated 1992 June 17 containing the signatures of property owners who are in opposition to sidewalk construction on Scenic Drive from Upper Paradise to Denlow which was presented to City Council at its meeting held 1992 June 30 by Alderman Don Ross and referred to the Transportation and Environment Committee.

John Thompson

c.c. Alderman H. Merling, Chairman, Transportation and Environment Committee
Alderman Don Ross
Ted Gill, Senior Director, Roads Department

Total households on Scenic Drive, Upper Paradise to Glenlow ——— 38

Number of owners contacted ——— 31

Owners opposed to sidewalk Construction — 27

Owners in favour of sidewalk Construction — 1

Owners in favour of sidewalk Construction if no charge to tax payer — 2

No Comment — 1

Other Comments received:

(a) The painted lines & stop signs at Upper Paradise have improved the traffic conditions.

(b) There is still concern regarding the overall traffic safety.

(c) People living near the turn at Glenlow are much concerned about safety — excessive speed, sliding to emergency stops and near accidents.

(d) Everyone interviewed agreed that more should be done to improve safety factors.

ALEX MACKAY
387-9611

CITY COUNCIL
HAMILTON, CANADA

CITY OF HAMILTON

June 17, 1992

PETITION

Re: Regional Municipality of Ham.-Wentworth File No 60.19.03, Reconstruction of Scenic Dr. - Upper Paridise to Denlow at an approximate cost of $80.00 per Frontage meter to property owners fronting on Scenic Dr.

REASON FOR PETITION: (A) We oppose any reconstruction of Scenic Dr. under any circumstance
(B) We oppose any re-const. of Scenic Dr. if costs are to be borne by residents along Scen
(C) Contacted, but petition not signed (D) Not contacted, away etc

PLEASE PRINT

NAME (PLEASE PRINT)	ADDRESS (PLEASE PRINT)		POSTAL CODE	A B C D	SIGNATURE	PHONE #
MR. MRS GIBSON	417 Scenic Dr			A	MR GIBSON BY TELEPHONE	
	(Park Entrance)					
MR. MRS CAMPBELL	469 Scenic Dr			A	DAUGHTER INDICATED VERY MUCH OPPOSED	
MR+MRS T MATTHEWS	471	✓		A	J Matthews	
MR. S. GEROUX	477	✓		A	M. Proctor	
MRS. B. WOOLNER	485	✓		A	B. A. Woolner.	
MR. CARRICK	491	✓		A	J Carrick.	
	495	✓	VACANT	D		
MR W. HORTON	499	✓		A	W Horton	
MR. F REU	509	✓		B	Fred Reu	
W. HICKS	511	✓		A	Margaret Hicks	
	515	✓		D		
	(Lyle)					

CITY OF HAMILTON

June 17, 1992

PETITION

CITY COUNCIL
HAMILTON, CANADA

Re: Reg. Munic. of Ham. Wentworth File 60.19.03 etc Reconstruction of Scenic Dr. - Upper Paridise to Denlow, at an approximate cost of 80^{00} per Frontage meter, to property owners Fronting on Scenic Dr.

REASON FOR PETITION: (A) We oppose any reconstruction of Scenic Dr. under any circumstance
(B) We oppose any reconst. of Scenic Dr. if costs are to be borne by residents along Scenic
(C) Contacted but petition not signed (D) Not contacted, away etc.

PLEASE PRINT

NAME (PLEASE PRINT)	ADDRESS (PLEASE PRINT)	POSTAL CODE	A B C D	SIGNATURE	PHONE #
M.L.A. GORDON	521 Scenic Dr.	L9C-1G9	A	Mrs A. Gordon	389-3906
MICHAEL MICHAELS	527 ✓	L9C1G9	A	M Michaels	5749229
DOROTHY + ALEX MACKAY	531 ✓	L9C-1G9	A	Mr. + Mrs A.K Mackay	389-9[illegible]
J.A. Cuddie	537 ✓	L9C1G9	A	J.A Cuddie	385-1936
E. CRANDFIELD	543 ✓	L9C 1G9	A	M.A Crandfield	3852935
	547 ✓		C		
MRS. HARNDEN	551 ✓	- " -	A	Mrs Harnden	
	555 IN FAVOUR	"	C	IN FAVOUR of S. WALKS	
BEA	559		D		

CITY OF HAMILTON

June 17, 1992

PETITION

CITY COUNCIL
HAMILTON, CANADA

Re: Regional Munic. of Ham. Wentworth. File No 60.19.03 etc. Recon of Scenic Dr - Upper Paridise to Denlow at an approximate cost of $80.00 per Frontage meter, to property owners Fronting on Scenic Dr.

REASON FOR PETITION: (A) We oppose any reconstruction of Scenic Dr. under any circumstance

(B) We oppose any reconstr. of Scenic Dr. if costs are to be borne by residents along Scen

(C) Contacted but petition not signed (D) Not contacted, away etc.

PLEASE PRINT

NAME (PLEASE PRINT)	ADDRESS (PLEASE PRINT)		POSTAL CODE	A B C D	SIGNATURE	PHONE #
	474 Scenic Dr.			D		
A. PUGLIESE	480	"	L9C-1G5	A	A. Pugliese	388-8589
M. ANNE BELL	490	✓	L9C 1G8	A	M. Anne Bell	383-0777
J. KUCHYNSKI	494	✓	L9C 1G8	A	J. Kuchynski	389-0916
J. MARTELLO	500	✓	L9C 1G8	A	J. Martello	387-0972
J. WORSELL	506	✓	L9C 1G8	A	J. Worsell	575-5307
	510	✓		D		
M. Puchalski	514	✓	L9C 1G8	B	M. Puchalski	389-7675
H. RICHTER	518	✓	L9C 1G8	A	Hanne Richter	389-0001
	520	✓		D		
Frances Wynne	526	✓	L9C 1G8	A	F Wynne	3856457
W. J. Anderson	530	✓	L9C 1G8	A	Wm J Anderson	385-2264
G. Neubauer	534	✓	L9C 1G8	A	G Neubauer	388-4207

June 17, 1992

CITY OF HAMILTON

PETITION

CITY COUNCIL
HAMILTON, CANADA

Re: Regional Munic. of Ham. Wentworth, File No 60.19.03, Reconstruction of Scenic Dr. Upper Paridise to Donlow, at an approximate cost of 80^{00} per Frontage meter, to property owners Fronting on Scenic Drive.

REASON FOR PETITION: (A) We oppose any re construction of Scenic Dr. under any circumstance (B) We oppose any re construction of Scenic Dr. if costs are to be borne by residents along Sc (C) Contacted but petition not signed (D) Not contacted, away etc

PLEASE PRINT

NAME (PLEASE PRINT)	ADDRESS (PLEASE PRINT)		POSTAL CODE		SIGNATURE	PHONE #
	538 Scenic Dr					
D STEWART	542	✓	L9C 1G8	A	D Stewart	385 3441
MacSAVANEY J.C.	552	✓	L9C 1G8	A	[illegible]	388-0740
E. Cowley.	560	✓	L9C 1G8	A	Ethel Cowley	383-9341
R Caldwell	568	✓	" "	A	R Caldwell	385-4729

DEPARTMENT NAME HERE

MEMORANDUM

****

TO: Mr. Kevin Christenson
Secretary
Parks and Recreation Committee
City of Hamilton

YOUR FILE:

FROM: Carolyn A. Biggs
Legislative Assistant
Regional Clerk's Office

OUR FILE:
PHONE: (416) 546-2604

SUBJECT: **Proposed Reconstruction and Pavement Narrowing - Scenic Drive between Upper Paradise Road and Denlow Drive, Hamilton**

DATE: 1992 July 15

Further to your request, the following recommendation will be considered by Regional Council at its meeting to be held on Tuesday, July 21, 1992 with respect to the above-noted matter:

"a) That the road width on Scenic Drive, between Upper Paradise Road and Denlow Drive, Hamilton, remain unchanged;

b) That the Commissioner of Transportation/Environmental Services be authorized and directed to carry out road improvements on Scenic Drive, between Upper Paradise Road and Denlow Avenue, Hamilton;

c) That the City of Hamilton, Transport and Environment Committee, be advised accordingly."

For your information, Councillor D. Ross, mover of this motion at the Transportation Services Committee meeting on Monday, July 13, 1992, has reviewed and agreed with the wording of this motion.

cab.
:cab.

Edited By Grant W. Russell, FCMA

How much control and accountability?

As the instructor of a graduate course in controllership, I have to inform my students about the appropriate amount of control that an organization requires. When the discussion turns to total quality management, the questions are raised: "Can TQM apply to control/accountability situations? Can a management control system operate with zero defects?" The students have all been taught Horngren's model of cost/benefit relationship on management control systems — too much control provides too little benefit for the cost incurred. Their perception is that the costs of a tight control system are measured in person-years in the controller's office, in the number of forms that are filled out by operating personnel, and the cost of an internal audit staff. Unfortunately, many organizations utilize reactive control, done on a mechanistic "cybernetic" model, i.e, the model that (1) sets standards (2) measures outcomes (3) compares to standard and (4) takes appropriate corrective action. While an adaptive reaction to change the standard is possible, it is not desired. If the result of the control model is only to change the standard, then there is little benefit in having a control system at all.

The effects of a loose control system are well documented. In the public sector particularly, the politicization of the failures results in an amplification process as each "owner/stakeholder" of the government will be informed by the media. Unfortunately, the control system rarely identifies those positive outcomes that result from good management. Consequently, good government (management) is rewarded rarely, but failures are trumpeted through the media or the reports that go to the board of directors. This asymmetrical outcome leads to a risk adverse management style by government, and tight control mechanisms are highly desired by management. Similarly in profit-oriented firms, control failures can be magnified by public disclosure to the extent that the firm will institute tight reactive controls.

The effects of too tight a control structure are more subtle. The structure forces conformity to previously identified targets, and ignores any opportunities for management to enhance performance substantially, if these opportunities have not been explicitly identified at the standard-setting time. The opportunity loss will not be identified by the system and, as a result, any determination of opportunities foregone will come from outside. For example, we can examine the organization that allows only cash sales and no credit sales. Clearly, the organization has reduced the possibility of credit failure to zero, and its control system has been very successful; simultaneously it has reduced the profit on otherwise available credit sales to zero.

A tight control structure also implies a very centralized, less flexible decision-making process.

Trained as management accountants, we value control very highly. As controllers, our objective is the elimination of systems failure and zero defects. The result of this restrictive control is that the organization takes no risks at all. The tight control structure also implies a very centralized, less flexible decision-making system, with significant decisions being made only at a very high level.

There is now a growing awareness in Canada that our control structures are very tight, and in some cases, too tight. To combat this, many organizations are attempting to push decision-making responsibility down to lower levels of the structure. This empowerment process, inevitably, will lead to some material level of failure. For example, in the federal government, we observe a decision to admit a former foreign minister of another country as a landed immigrant to Canada made not by the minister, but by a manager lower in the civil service hierarchy. The result of this decision was a national discussion of the failure of the system to reflect the wishes of Canadians, and a substantial amount of embarrassment for the government. The natural desire of the government is to reclaim decision making to higher, more secure levels of the hierarchy. Such a decision is, of course, trying to turn the clock back. Rather than build tighter reactionary controls, we must start to develop more proactive control systems — a much more difficult undertaking.

In the proactive control system, we must anticipate as much as possible the changes that we will experience, and to equip managers as much as possible for the flexible decision making that is necessary. As leaders in accountability, we must take a positive stand when failures are discovered. A properly balanced control system will allow failures; we can learn from them. However, where we build a system to preclude active change (with accompanying risks) within the organization, we will inevitably build a control system that leads to an organization that changes slowly. This condition, in a rapidly changing environment, ultimately spells the decline and failure of the enterprise.

Grant W. Russell, MBA, CMA, FCMA, is an associate professor of management accounting at the University of Waterloo. He is a director-at-large for The Society of Management Accountants of Canada.

7.

CORPORATION OF THE CITY OF HAMILTON

MEMORANDUM

****

TO:	Kevin Christenson, Secretary Transportation and Environment Committee City Clerk's Department	YOUR FILE:	
FROM:	J. Thompson, Secretary Single Tier Bureaucracy Review Steering Committee City Clerk's Department	OUR FILE: PHONE:	 546-2747
SUBJECT:	**Single Tier Administration - A Discussion Paper.**	DATE:	1992 July 10

I am forwarding herewith for your information and attention a copy of a Joint Report dated 1992 July 3, from the Chief Administrative Officers of the Region and the City of Hamilton dealing with the subject matter which was presented to the Single Tier Bureaucracy Review Steering Committee at its meeting held 1992 July 9, for consideration.

Direction was given that a copy of this Joint Report be forwarded to all the Committees of Regional and City Councils for consideration and comment.

Please ensure that a copy of this memorandum and Discussion Paper is placed on your Committee's Agenda.

All responses should be directed to myself as Secretary of the Steering Committee.

JT/dbm

Attachment.

c.c.- Joe Pavelka, Chief Administrative Officer
City of Hamilton
- Wm. McMillan Carson, Chief Administrative Officer
Regional Municipality of Hamilton-Wentworth

J. Thompson
Secretary

CORPORATION OF THE CITY OF H.

MEMORANDUM

TO:	Chairman and Members Single Tier Bureaucracy Review Steering Committee	YOUR FILE:	
FROM:	John Thompson, Secretary Single Tier Bureaucracy Review Steering Committee	OUR FILE: PHONE:	 546-2747
SUBJECT:	SINGLE TIER ADMINISTRATION - A DISCUSSION PAPER	DATE:	1992 July 6

Attached is the Joint Report of the Chief Administrative Officers for the Region and City of Hamilton on the subject matter, to be considered by the Steering Committee at its meeting scheduled for Thursday, 1992 July 09 at 2:00 o'clock p.m. in Room 233, City Hall.

John Thompson

att.

- Review of departments presently combined eg. Human Resources & Systems

These and several other topics are addressed below.

Literature Search

A letter was sent to five professors of political science who specialize in municipal government explaining our proposed undertaking and asking them to direct us to examples of where this has previously been tried. Also the Canadian Association of Municipal Managers and the International City Managers Association were contacted. Most of the replies have now been received. Preliminary analysis indicates that there are several examples in the U.S.A. where lower tier municipalities have little or no staff and contract for service with the upper tier. However, further analysis of the suggested literature is necessary in order to reach a conclusion. Also the names of several other authorities were given by our contacts. These have not yet been followed up. If other models are identified, information will be gathered and a report prepared.

Present Organizational Structure

Attached for your information are the organizational charts of the Region and City. For purposes of the present discussion, the actual structure may be ignored. It is important however, to note that there are three classes of departments.

These which are:

- Unitary Departments (City or Region)
- Region and City combined
- Parallel in both City and Region.

Unitary Departments (City and Region)

Table 1 sets out the twenty-three (23) departments which comprise the City and Regional administration according to which corporation they report and whether they are unitary or parallel.

Of the twenty-three (23), ten (10) are unitary, having no parallel. It is therefore simple to bring these into an integrated bureaucracy. All that would be necessary in the first instance is to change the reporting relationship by making all ten (10) report to one CAO.

A specific target of 7% - 10% downsizing should be set early in the process to ensure that all possible reductions in cost are realized in the lower parts of the organization.

July 3, 1992

Councillor Don Ross
Chairman, Single Tier Bureaucracy
Steering Committee

Subject: Single Tier Administration - A Discussion Paper

On February 4, 1992 Regional Council approved the following recommendations:

"a) That the Region participate with the City of Hamilton in undertaking a review of the rationalization of a Single Tier Bureaucracy;

b) That this process be directed by a Special Steering Committee comprised of:
- the Mayor of Hamilton
- the Regional Chairman
- the Chairman of the City of Hamilton's Finance and Administration Committee
- the Chief Administrative Officer of the City of Hamilton
- the Chief Administrative Officer of the Region

to be chaired by the Chairman of the City of Hamilton's Finance and Administration Committee and report back on what necessary outside resources would be necessary to complete the study;

c) That the Steering Committee report back by 1992 March 30 with a critical path time frame for the work to be carried out on the review;

d) That Councillor A. Sloat be appointed as the Regional representative and Councillor D. Granger be appointed as an additional member, to the Steering Committee."

The committee met on February 18, 1992 and asked the CAO's of the Region and City of Hamilton to bring back a preliminary report before the end of March. The presentation of the report was postponed due to the expectation that the Ministry of Municipal Affairs would be presenting its report on Regional Government by mid May. Your committee asked that the following subjects be dealt with in this report:

- Literature Search
- Organizational Structure - City/Region
- Time lines for implementation

Combined Departments

The joint Departments of Human Resources and Information Systems are already combined and require no further change.

Parallel Departments

There are four departments which need to be combined into unitary departments in an integrated administration.

These are:
CAO
Legal
Finance
Clerk

It would seem fairly straight forward to combine the two CAO offices, the two Finance Departments, and the two Clerk's Departments. Some preliminary investigation would be necessary to ascertain whether or not two separate legal entities like the City and Region could in fact have a shared Legal Department.

Possible Organization Mergers

Table II sets out a number of possible mergers that could be studied to produce an integrated system. These mergers attempt to address the issue of Span of Control. If the span of control (ie. number of people reporting to one position) is too large then the senior position loses control and there is lack of co-ordination and direction. If it is too small then there is waste of effort, duplication and loss of creativity. It is commonly held in managerial literature that the optimum span is seven to nine though in a highly complex organization it may be smaller. An emerging school of thought is however suggesting that it can be widened to possibly ten or twelve or even more. The general rule is that the smaller the span, the tighter the control and the less flexible the decision making. However, the wider the span, the looser the control and the more flexible the decision making which brings with it the possibility of mistakes and error. This, in fact, is the essence of empowerment.

In a public arena like municipal government where mistakes become major headlines, the question to be faced in developing an integrated administration is - How much control and accountability is required? (See article by Grant W. Russell attached).

Time Line for Implementation

Phase I

Once the decision to proceed has been taken by both Councils, it is estimated that twelve to eighteen months would be required to accomplish implementation of Phase I. Table III describes the steps required and the possible sequence to be followed in reaching this objective.

It would be important early in the process to appoint the CAO of the new structure and assign to that person the responsibility for managing the process. The CAO not appointed should be encouraged to remain in place to ensure the continued operation of the old structure until the new reporting relationships have been established.

The new CAO should establish a Staff Working Group to undertake the tasks necessary to accomplish full integration. This group should not include any department head from the parallel departments to ensure that all department heads are given equal opportunity to compete for the new positions. However, once these competitions are complete, the successful candidate could join the group which ultimately would become the new management team.

Phase II

Each department head, new or existing, should be responsible to rationalize the staffing requirements of their department in order to reduce staff. This would be particularly true where melded departments are created and certain positions become redundant. This process would take another year to eighteen months to work itself out. Thus, to complete the process is approximately three years.

Review of Departments Presently Combined

There are two fully combined departments namely Human Resources and Information Systems. These departments provide full service to the Region and the City (Human Resources is on the Regional payroll, while Systems is on the City payroll). There are other departments which are identified as being either City or Regional which sell service to the other corporation.

For example: Traffic Services - City
Planning - Region
etc.

Human Resources and Information Systems are the only two melded departments which exist now. These are "melded" in the sense that they report directly to both City and Regional Councils. They therefore provide a model for all future departments in the new integrated bureaucracy. It is important, therefore, to gather information about their cost and performance. This could be a long and costly task if performance is to be measured objectively, however, if members of the committee are prepared to accept the notion that both departments function relatively well and thus provide sufficient confidence to use them as models for the future then all that remains is to consider cost.

This task is underway in so far as a graduate student from McMaster University is working with a joint Region/City team to estimate the difference in cost between the present melded departments and the cost which would have been incurred if two separate departments had continued with the Region and City. The results of the Human Resources study are expected in June.

Other Issues to be Considered

While the committee at its last meeting did not raise these issues, it would seem wise to place them on the agenda now, if only that they may be dismissed, or where necessary resolved. These issues are:

- Accountability and Control
- Conflict Resolution
- Size of the Bureaucracy
- Which corporate payroll will assume the new bureaucracy
- Parallel committee structure

Accountability and Control

Accountability and control is central to the appropriate functioning of a bureaucracy. As has been said earlier, too much control and the organization becomes unresponsive, too little control and it becomes irresponsible.

Part of the solution may be found in the use of a relatively small group of senior managers reporting to the CAO. Each manager being charged with responsibility for a group of services (departments). An expanded span of control could be achieved by the use of a deputy CAO. This, however, should only be contemplated if it were possible to achieve by a net reduction in staff.

However, who controls the CAO? This is a very important matter since a senior bureaucrat who has full information in the bureaucracy and reports to two Councils is in danger of becoming too powerful.

This difficulty may be avoided by establishing an Administrative Executive. This would be a group comprised of the Mayor of the City of Hamilton and the Regional Chairman along with one City Councillor and one non-City Councillor. This committee would have no legislative responsibility but would be directly responsible for the appointment and supervision of the CAO. As a matter of legislation at both Regional and City Council, the Administrative Executive would be required to conduct a full annual performance appraisal of the CAO and report annually to the Councils. The CAO should be appointed by contract, the renewal of which is dependent upon both Councils annual approval of the performance appraisal as presented by the Administrative Executive.

Conflict Resolution

There will be occasion when the legitimate objectives of the two Councils will come into conflict and where bureaucrats who are loyal to both corporations can not reach a resolution. In the present system, the Regional staff advise Regional Council on how to achieve the best interests of the Region and the City Council is similarly advised by its staff. The decision is then taken politically.

However, in the new system this will become a problem when staff are expected to give advice on matters which could favour one organization over the other. The Administrative Executive may be used to resolve this kind of difficulty. The CAO would be charged with the responsibility of bringing such a situation to the attention of the Administrative Executive who would be informed on both sides of the matter by staff. Then the Administrative Executive would deal with the matter politically at both Councils.

Over time, the matter of conflict may prove to be more a problem in theory than in practice and in which case this responsibility of the Administrative Executive could be terminated.

Size of the Bureaucracy

There is a danger that a large bureaucracy may lose any initial financial savings by relative inefficiencies. This may not be as serious issue as it first appears since much larger municipal bureaucracies exist than the one contemplated here (eg. Toronto, Vancouver, Montreal, Edmonton, Winnipeg, etc.) . These systems work relatively well though they suffer all the problems and inefficiencies of any large bureaucracy.

There appears to be a general rule that the smaller the bureaucracy, the more efficient and responsive it is likely to be. If this is accepted it may be wise to develop a parallel process to the integration of the two bureaucracies which addresses the possibility of reducing the size of both and consequently the size of the new structure. What is being addressed here is not simply the downsizing of the organization. There are limits to how far this can go and the limit may have indeed been reached with the last two years of

budget restraint. To achieve further meaningful reduction it would be necessary to inquire if certain services should not be delivered by a non-government agency. This could include handing over some services to the private sector and some to the voluntary sector. Regional Council is on record as approving the investigation of alternate methods of services delivery.

Which Corporate Payroll will Assume the New Bureaucracy?

This may seem like a trivial matter to raise at this point, but it should be addressed if confusion is to be avoided later. People have a tendency to give their first allegiance to whomever signs their pay cheques. Will they then be City staff or Regional staff? This then raises the further question - Will it be a City bureaucracy selling service to the Region or visa versa?

Information just now becoming available for some of the university contacts suggests that there are municipalities in western United States which have little or no staff. It appears that some towns and cities purchase all of their services from the County.

The Provincial Report on Regional Government

The Provincial Report was expected to have been available by mid-May. Indeed reporting to committee was delayed for that reason. However, it now appears that the Province is unlikely to proceed in any meaningful way. The Minister of Municipal Affairs has indicated that the Legislative Calendar is too full to accommodate any omnibus changes to any of the Regional Acts in the term of this government. He has said, however, that individual adjustments requested by a Region could be considered.

Parallel Committee Structure

At some point in the process the two Councils may wish to consider establishing a Parallel Committee Structure. For example, where there is shared legislative responsibility (eg. Roads Planning, etc.) staff could report to one committee and that committee report to both Councils. A joint Administration and Personnel Committee would seem obvious and could avoid duplication and conflict. (See Table IV)

At some point in the future it might be possible to hold both Councils in the same time period by alternating the person governing the meeting and integrating the agenda.

Possible Cost Savings

It is clear that an integrated bureaucracy will reduce salary costs. In Phase I where the senior management is reduced by four positions the savings is likely to be in the neighbourhood of $500,000. The major savings would be expected in Phase II where other staff reductions are contemplated.

There would, of course, be front-end expenditures associated with these savings though this will be kept to a minimum by attrition and early retirement.

It is difficult to ascertain the exact size of the total net savings without a detailed analysis. This requires time which would delay the process. However, general estimates will be produced in a future paper.

The Next Steps

This report is presented for information and debate. A further refinement of the report will be prepared on the basis of that debate which will lead ultimately to a proposed structure for presentation to both Regional and City Council. This document should also become the subject of a joint Region/City Management Team meeting.

Start Date

The next report should be ready for approval by both Councils in September 1992.

Bibliography

Members of the Steering Committee may be interested in the following list of background reading material.

1. Hickey, Paul. Decision Making Process in Ontario Local Government, Toronto: Government of Ontario, Ministry of Treasury, Economics and Intergovernmental Affairs 1973

2. Kernaghan, K & Siegel, D. Public Adminstration in Canada, Toronto, Methuen 1987

3. Tindal, C.R. & Tindal, Nobes S. Local Government in Canada, 3rd Ed. Toronto: McCraw Hill Ryerson Limited 1990

4. Government of Canada, Public Service 2000: Renewal of the Public Service of Canada, Ottawa: Ministry of Supply and Services Canada 1990

Recommendations

1. That this report be forwarded to all the Committees of both Councils for consideration and comment: and

2. That a further report be produced which reflects the matters raised in the discussion of the Committees; and

3. That this report become the subject of a joint City/Region Management Team meeting; and

4. That a plan for administrative integration be presented to Regional and City Council as soon as possible, but not later than December 31, 1992.

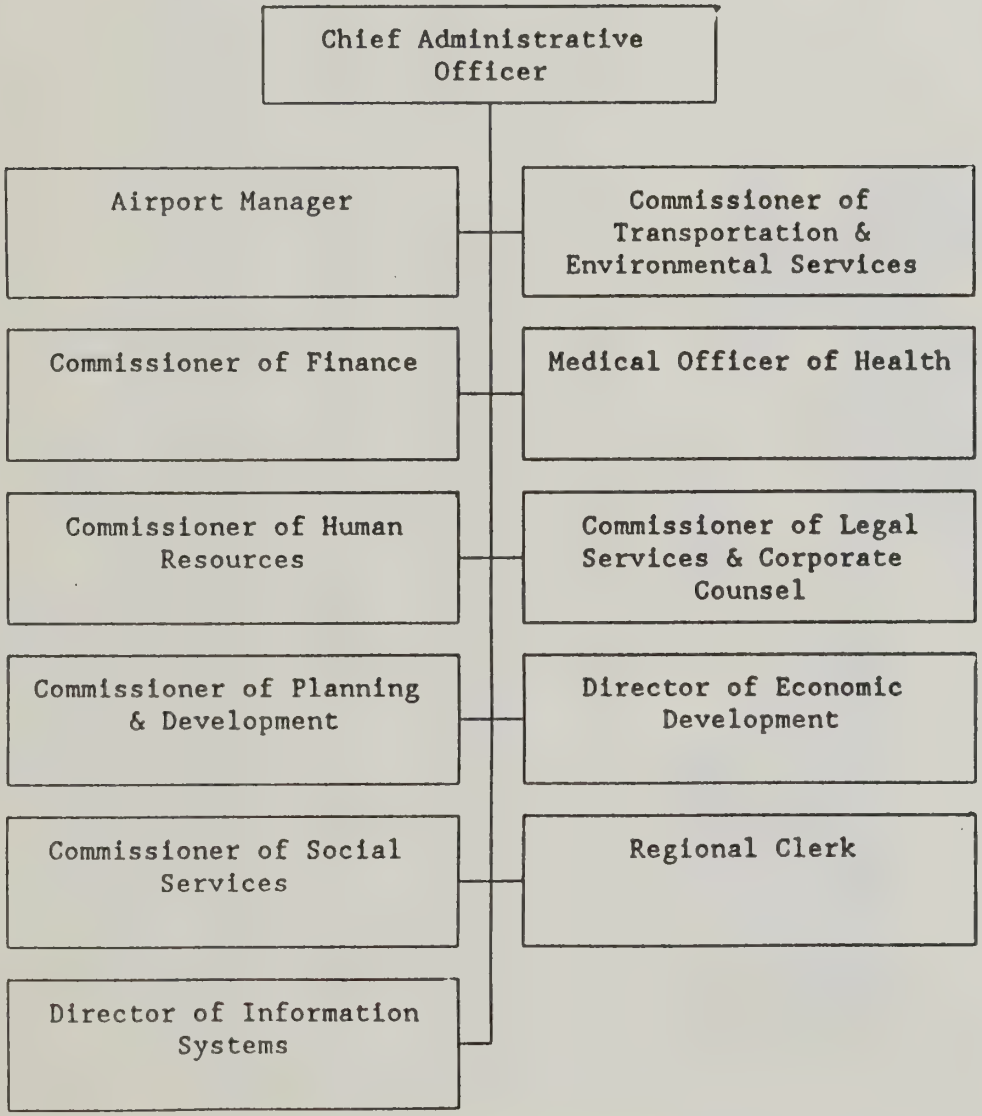
Yours very truly,

Wm. McMillin Carson
Chief Administrative Officer
Regional Municipality of
Hamilton-Wentworth

Joe Pavelka
Chief Administrative Officer
City of Hamilton

PRESENT ADMINISTRATIVE
STRUCTURE

Administrative Strucutre
Regional Municipality of
Hamilton-Wentworth



Administrative Strucutre
City of Hamilton

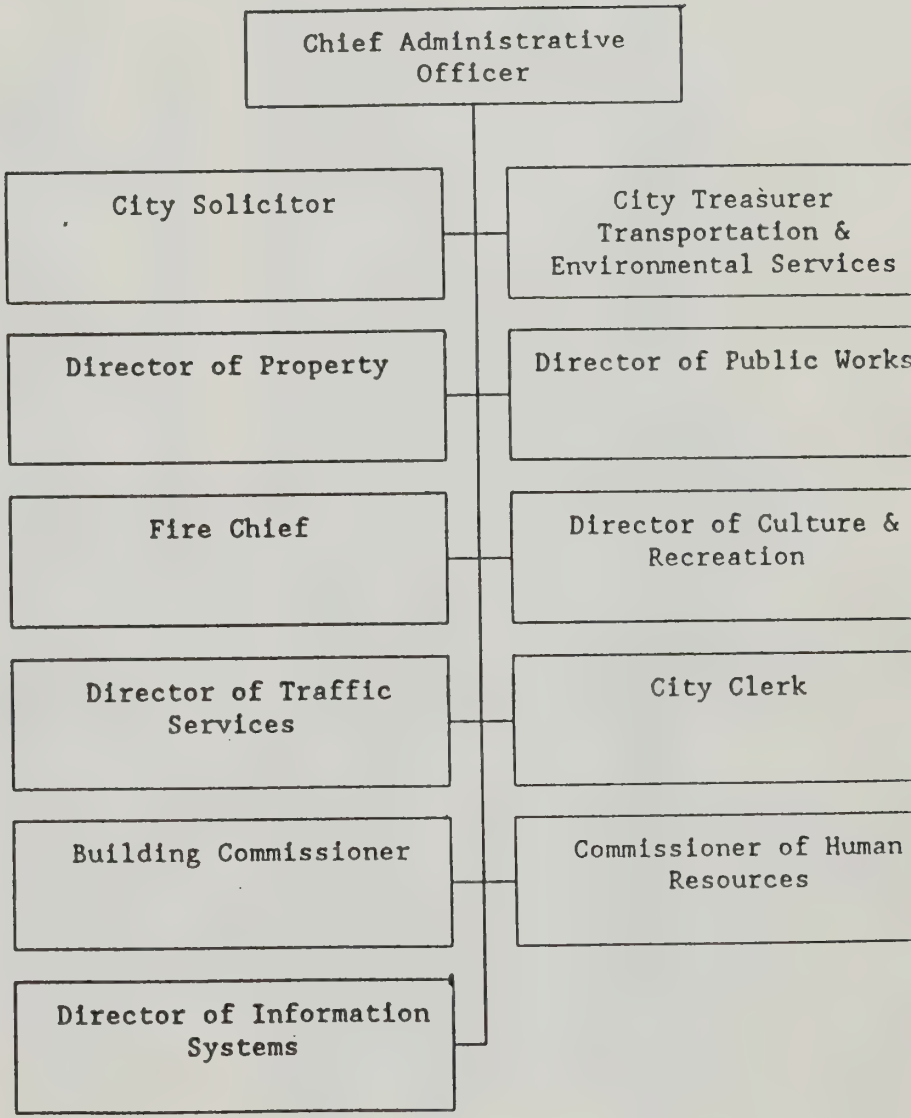


TABLE I

Regional and City Departments
by
Reporting Relationship

	Unitary Departments ie. no parallel	Parallel Departments	Combined Departments	Other
Region	Economic Development & Planning Social Services Health Transportation & Environmental Services	CAO Regional Clerk Regional Finance Regional Legal	Human Resources Information Systems	Police Services
City	Public Works Building Department Traffic Services Property Department Fire Department Culture and Recreation	CAO City Clerk Treasury City Solicitor's Office	Human Resources Information Systems	Hamilton Public Library HECFI

TABLE II

POSSIBLE ORGANIZATIONAL MERGERS

Regional CAO and City CAO

Regional Finance and City Treasury

Regional Legal and City Law

Regional Clerks and City Clerks

City Public Works and City Traffic

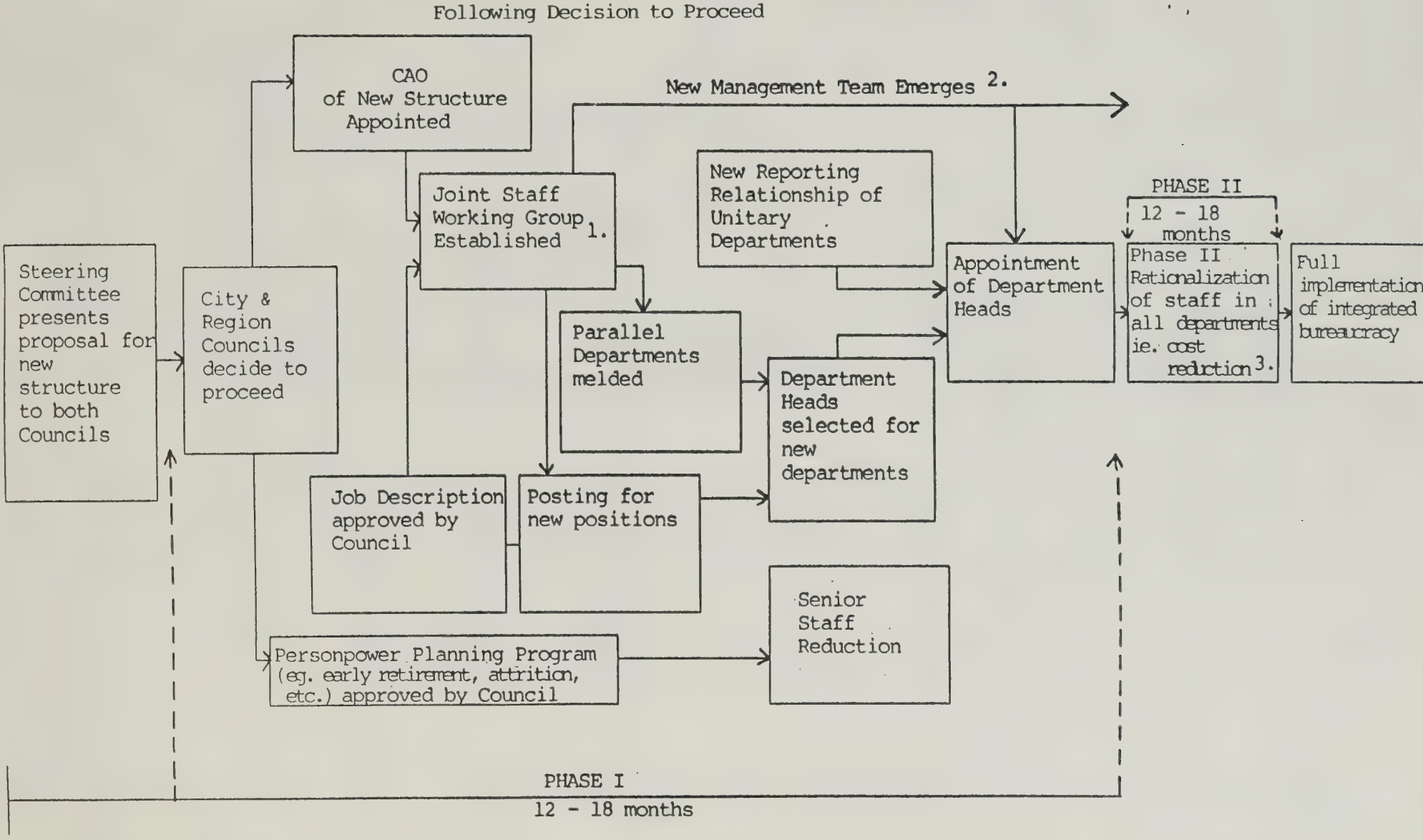
City Building and City Property

Regional Finance, City Treasury and Information Systems

Library Boards

Culture and Recreation and Fire

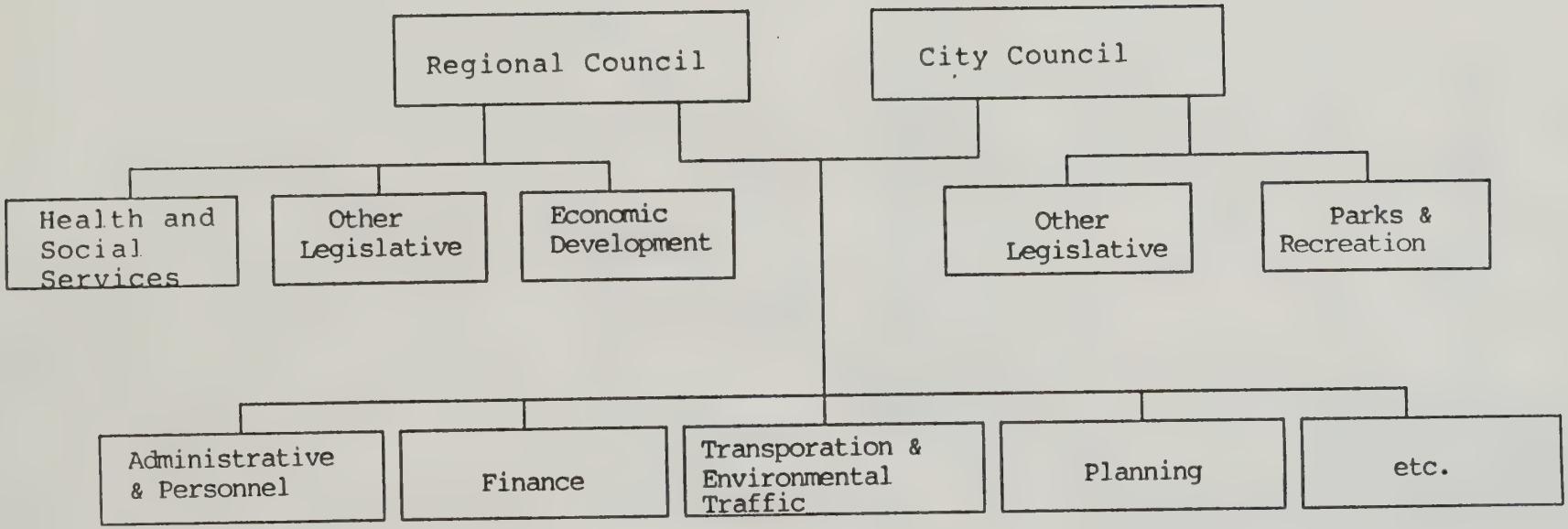
Possible Process for Implementation of Integrated Bureaucracy



1. Department Heads who are not likely to be replaced by the process.
2. As New Department Heads are added, they joint the working group.
3. Phase II will address a staff reduction by reorganization of lower levels. This will take approximately 18 months to two years to complet

TABLE IV

Possible Parallel Committee Structure



8.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 July 15

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Kevin C. Christenson, Secretary
Transport and Environment Committee

SUBJECT:

Water Environment Federation 65th Annual Conference

RECOMMENDATION:

(a) That the Chairman or his designate be authorized to attend the the Water Environment Federation 65th Annual Conference and Exposition, New Orleans, Louisiana, 1992 September 20 to September 24.

(b) That costs for attendance be allocated to Aldermen Travel Account No. CH55201 10010 from the 1992 Operating Budget.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Costs to be charged to Aldermen Travel Account No. CH55201 10010 from the 1992 Operating Budget.

BACKGROUND:

A copy of the Preliminary Program is available from the Secretary, Transport and Environment Committee. Please notify the Secretary if you are interested in attending.

CA4 ON HBL A05
C SITC
1992

J.J. SCHATZ
CITY CLERK

THE CORPORATION OF THE CITY OF HAMILTON
OFFICE OF THE CITY CLERK
71 MAIN STREET WEST
HAMILTON, ONTARIO L8N 3T4

TEL: 546-2700
FAX: 546-2095

URBAN MUNICIPAL
AUG 1 1 1992
GOVERNMENT DOCUMENTS

1992 August 12

NOTICE OF MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1992 August 17
9:30 o'clock a.m.
Room 233, City Hall

Kevin C. Christenson, Secretary
Transport and Environment Committee

AGENDA

1. **DELEGATIONS** (9:30 o'clock a.m.)

   (a) Intersection of Marion Avenue South and South Oval - Intersection Control
   (Tabled from 1992 July 20 - Alderman Kiss)

   (b) Intersection of Bowman and Sussex Street - Intersection Control
   (Tabled from 1992 January 6 - Alderman Kiss)

   (c) Mr. and Mrs. Skinner
   1098 Upper Sherman Avenue
   Health and Environmental Concerns

2. **CONSENT AGENDA**

3. **COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES**

   (a) 1992 Servicing Expenditures Related to Subdivisions

   (b) CleanSoils Limited - Application for a Certificate of Approval for a Waste Disposal Site - Processing

4. **DIRECTOR OF PROPERTY**

   Option to Purchase Agreement - Roadway Purposes - 643 Rymal Road West Caterina Battaglia, Proposed Extension of Upper Paradise Road

5. **CITY CLERK**

   Board of Education for the City of Hamilton - Public Safety
   (Referred to the Transport and Environment Committee by City Council at its meeting held 1992 July 28)

6. **NEW BUSINESS**

7. **ADJOURNMENT**

TRANSPORT AND ENVIRONMENT COMMITTEE

OUTSTANDING ITEMS

	ITEMS	ORIGINAL DATE	ACTION	STATUS
1.	Parking Prohibition Greenhill Avenue between Vienna Street and Pavarotti Court	1991 October 21	Alderman D. Agostino	Tabled
2.	Criteria and Report of School Crossing Guards	1992 January 6	Mr. M. F. Main Director of Traffic Services	Comprehensive Report Pending
i.	Intersection of Kenilworth Avenue and Monterey Avenue	1992 January 6	Alderman D. Wilson	Tabled
ii.	Intersection of Sanatorium Road and Rice Avenue	1992 January 6	Alderman D. Ross	Tabled
iii.	Intersection of Main Street West and Whitney Avenue	1992 January 6	Alderman M. Kiss	Tabled
3.	Part-time Turn Prohibition James Mountain Road to Markland Street	1992 February 3	Mr. M. F. Main Director of Traffic Services	Report Pending Public Meeting
4.	Intersection of Sterling Street and Dalewood Crescent	1992 July 20	Alderman M. Kiss Mr. M. F. Main Director of Traffic Services	Tabled Prepare Report

Kevin C. Christenson, Secretary

1992 August 11

1 (a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 June 22

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

RECEIVED
JUL 10 1992
CITY CLERKS

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Marion Avenue South and South Oval - Intersection Control. **(TEC-119-92)**

RECOMMENDATION:

That no action be taken on the request for four-way stop control at the intersection of Marion Avenue South and South Oval.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The installation of unwarranted all-way stop control at intersections such as this results in increased motor vehicle operating costs in the order to $10,000.00 annually.

BACKGROUND:

Alderman Mary Kiss and Alderman Terry Cooke have submitted a petition signed by several area residents requesting that four-way stop control be implemented at the intersection of Marion and South Oval.

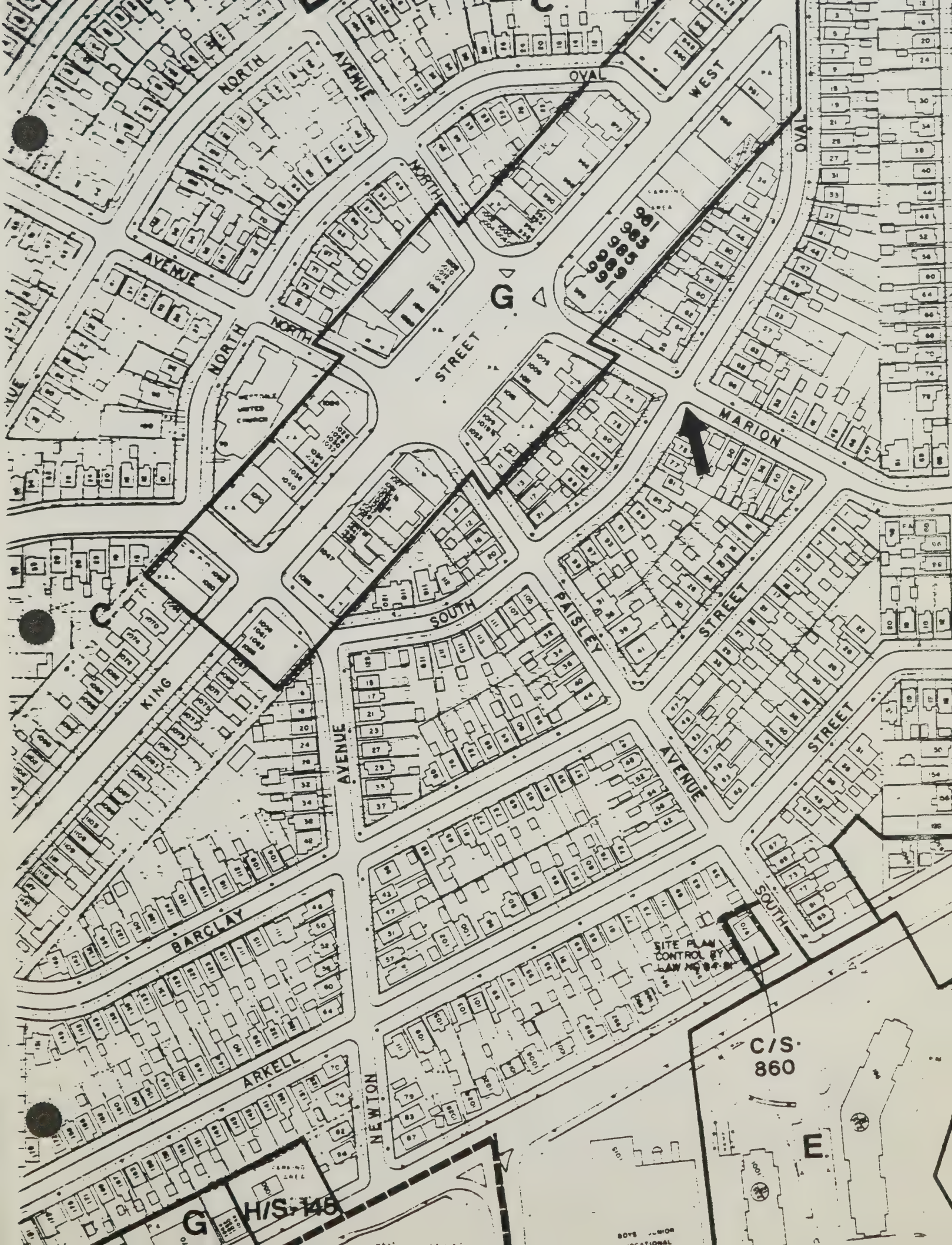
The subject intersection is a four-leg intersection, and presently, eastbound and westbound traffic on South Oval is required to stop for northbound and southbound traffic on Marion. Traffic Department records indicate that the intersection has experienced an average of only 0.53 collisions per year over the past 7 1/2 years. This is a good collision record for this type of intersection.

The Traffic Department utilizes certain criteria to determine when all-direction stop control is required at an intersection because of the large number of requests for this type of device. The criteria are related to the proximity of the front door of a school, the classification of the intersecting streets, the past collision record and to severe visibility obstructions which make it necessary for all vehicles to stop. None of the criteria respecting the use of all-direction stop control are met at this location.

The Traffic Department has assessed this request, and has its usual concerns respecting unwarranted four-way stops, including the fact that there is no collision problem at this intersection, unnecessary stop signs have extremely harmful environmental affects, stop signs have no affect on the speed and volume of traffic, and unwarranted stop signs create disrespect by the motorists to the extent that the observation of stop signs is deteriorating every year.

More importantly, there is a traffic signal at the intersection of Marion and King, which is approximately 230 feet north of South Oval and Marion. Experience has shown that the erection of stop signs within 1,000 feet of a traffic signal creates a conflict for motorists, in that the motorist "attempting to make the light", fails to observe the stop sign. This could lead to a more serious condition if pedestrians crossing the street expect the motorist to stop, and the motorist fails to stop for the stop sign.

For the above-noted reasons, the Traffic Department does not support the request for all-way stop control at the intersection of Marion and South Oval.


NORTH AVENUE
OVAL WEST
OVAL
981
983
985
989
991
G
STREET
NORTH AVENUE
NORTH
MARION
SOUTH
PAISLEY
STREET
KING
AVENUE
AVENUE
STREET
BARCLAY
SITE PLAN CONTROL BY LAW NO 84-81
SOUTH
ARKELL
NEWTON
C/S 860
E
G
H/S 146

1(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 November 8

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Bowman Street and Sussex Street - Intersection Control
[TEC-272-91]

RECOMMENDATION:

That no action be taken on the request to implement three-way stop control at the intersection of Bowman Street and Sussex Street.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The installation of unwarranted stop signs at locations such as this would result in increased motor vehicle operating costs in the order of $10,000.00 per year.

BACKGROUND:

Alderman Terry Cooke has advised of a request from Mr. Charles Scime, 64 Bowman Street, that three-way stop control be implemented at the intersection of Bowman and Sussex.

The subject intersection is a "T" type intersection, and presently, eastbound traffic on Sussex is required to stop for northbound and southbound traffic on Bowman. Traffic Department records indicate that there have been no reported collisions at this intersection in the past eight years. Thus, the intersection is operating extremely safely and three-way stop control could not improve upon this perfect collision record.

Experience has shown that the installation of one or two stop signs on a particular section of street has no effect on the speed or volume of traffic on that particular street. Traffic authorities are in agreement that stop signs should not be used for the purpose of speed control. Research has shown that stop signs are not effective in controlling the speed of traffic and that the area of influence is only approximately 100 feet each way from the

intersection. It has been observed that some motorists who are required to stop by what they consider to be an unreasonable stop sign, then accelerate to an even higher rate of speed to "make up for lost time". Traffic engineering authorities are in agreement that this is an improper use of stop signs, which is ineffective and which creates disrespect of the device.

Experience with attempting to stop motorists on the through roadway at a "T" type intersection has not been favourable. Motorists apparently do not expect to have to stop at this type of location and are not looking for stop signs, and the violation rate has been found to be relatively high. Thus, the erection of stop signs on Bowman at Sussex could lead to a more serious condition, if pedestrians crossing the street expect the motorist to come to a stop, and the motorist, for whatever reason, fails to stop for the stop sign.

The Traffic Department utilizes certain criteria to determine when all-direction stop control is required at an intersection because of the large number of requests for this type of device. The criteria area related to the proximity to the front door of a school, the classification of the intersecting streets, the past collision record and to severe visibility obstructions which make it necessary for all vehicles to stop. None of the criteria are met at this intersection at this time.

For the above reasons, the Traffic Department does not support the request for three-way stop control at the intersection of Bowman and Sussex.


H
H
H/S-74
DE
STREET
NORFOLK
STREET
SOUTH
LELAND
SUSSEX
STREET
C
STREET
AVENUE
WESTWOOD
SUSSEX
STREET
MAPES
AVENUE
AVENUE
EMERSON
J
BROADWAY
STREET
BOWMAN
WINSTON
AVENUE
C/S-654
J
DE-3
S-981
C/S-713
BAXTER
STREET
T.H.&B. RAILWAY
WARD
AVENUE
G
AVENUE
AVENUE
ROYAL
AVENUE
WINSTON PLACE
STROUD ROAD
ROYAL
AVENUE
A
AVENUE
H.E.P.C.
WILMONT
COURT
C
COURT
DELBROOK
WHITNEY
AVENUE
WILLOWCREST
C/S-129

1(c)

CITY COUNCIL
HAMILTON CANADA

RECEIVED
JUL 29 1992
CITY CLERKS

28 July 1992

Kevin Christenson
Secretary
Transport & Environment Committee

Dear Kevin:

We are asking that an environment issue regarding 1098 Upper Sherman Avenue be placed on the agenda of the Transport and Environment Committee on August 17, 1992 at 9:30 a.m. for a public hearing respecting health and environmental concerns.

We request the attendance of a representative from the Ministry of the Environment, West Central Region (Suzanne Belanger-Fontaine is familiar with this matter), Public Health Inspector Bill Hunter, the affected owners, Mr. and Mrs. Skinner and the owners/operators of Upper Sherman Auto Collision (1094 Upper Sherman) be invited to this meeting.

On several occasions we have had complaints of health concerns from the area residents, specifically Mr. and Mrs. Skinner of 1098 Upper Sherman and subsequently a meeting had taken place wherein the health department had advised the area residents not to eat their home-grown vegetables in their backyard. At this point, the tests will continue, as improper spray equipment had been used at this auto-body paint shop and contaminants are allegedly prevalent in the soil based on initial MOE testing. This issue has been an ongoing problem over a number of years and must be resolved in the very near future.

On Thursday, July 23, 1992, a meeting was held in the backyard of Mr. and Mrs. Skinner with an Environmental Officer of the Ministry of the Environment, Mr. Bill Hunter, a Public Health Inspector, and a chemist/toxicologist. It appears that no specific resolution was reached during this meeting.

ii. **Parking Regulations**

(a) Barton Street West between Ray Street North and Oxford Street

(b) Whitfield Avenue

(c) Biggar Avenue

(d) Britannia Avenue

(e) William Street between Barton Street East and Birge Street

(f) Rice Avenue between Mohawk Road West and Sanatorium Road

(g) No. 33 Erie Avenue - Request for a Reserved "Permit Parking" Space for a Disabled Resident

(h) No. 26 Greig Street - Request to Rescind a Reserved "Permit Parking" Regulation By-law Entry

(i) No. 192 Weir Street North - Request for a Reserved "Permit Parking" Space for a Disabled Resident

(j) Arrowsmith Road

iii. **Neighbourhood Watch Program**

- McQuesten West Neighbourhood
- Delta East Neighbourhood
- Crown Point West Neighbourhood

C. **COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES**

i. Trenholme Neighbourhood Park Association Street Party

ii. Reach Forth Ministries Soap Box Derby and Community Party

iii. Temporary Road Closure for Commercial Filming
Glenfern Avenue between Fairmont Avenue and Kent Street

iv. Temporary Closure of King Street West and Sterling Street
McMaster Pyjama Parade

v. Temporary Closure for Sewer Work Chesley Street between
Chester and Stonechurch

vi. Banner Applications: Hamilton Baha'i Faith,
Hamilton Oldtimer's Baseball Organization, Adult Basic
Education Association, Telecare Hamilton

vii. Encroachment Agreement - 198 Glennie Avenue

viii. Encroachment Agreements:
153 James Street South, 148 Duke Street, 46 Breadalbane Street

D. **MANAGER OF PURCHASING**

Supply and Delivery of Solid State Traffic Controllers
During 1992 Traffic Department

E. **CITY SOLICITOR**

i. Local Improvements of Sidewalks and Curbs on Acadia Drive - $7,500.

ii. Local Improvements of Roadway Only on Acadia Drive - $22,500.

iii. Local Improvements of Sidewalks Only on Acadia Drive - $9,200.

iv. Local Improvements of Sidewalks and Curbs on Beaverton Avenue - $23,400.

2(a)

Monday, 1992 July 20
9:30 o'clock a.m.
Room 233, City Hall

The Transport and Environment Committee met.

Present:
Alderman H. Merling, Chairman
Alderman V. J. Agro, Vice-Chairman
Mayor R. M. Morrow
Alderman M. Kiss
Alderman B. Morelli
Alderman D. Wilson
Alderman F. Eisenberger
Alderman T. Jackson
Alderman F. D'Amico

Also Present:
Alderman D. Agostino
Alderman B. Charters
Ms. B. Price, Hamilton Safety Council
Ms. L. Orban, Board of Education
Mr. J. G. Pavelka, Chief Administrative Officer
Mr. D. Lobo, Director of Public Works
Mr. R. Meiers, Public Works Department
Mr. M. Main, Director of Traffic Services
Mr. M. Hazell, Traffic Department
Mr. D. Vyce, Director of Property
Mr. R. Buckle, Property Department
Mr. G. Aston, Roads Department
Ms. M. Pacey, Hamilton Beach Preservation Committee
Mr. M. Gagnon, Hamilton Beach Preservation Committee
Mr. J. Drake, Beasley Neighbourhood Association
Mr. M. Molinga
Mr. K. C. Christenson, Secretary

1. **DELEGATIONS**

(a) **Hamilton Beach Preservation Committee**

The Committee was in receipt of correspondence from the Hamilton Beach Preservation Committee dated 1992 June 10 respecting the Hamilton Beach Preservation Committee's concern over the lack of maintenance along the Hamilton Beach shoreline. Ms. Pacey and Mr. Gagnon appeared before the Committee and requested that the Committee consider taking some action to clean up the Beach areas.

Following consideration discussion, the Committee approved the following recommendation:

(a) That the Public Works Department provide 2 summer students to undertake a clean-up of the Hamilton beach area.

(b) That the Public Works Department look at ways to continue this operation in future years.

(b) **Intersection of Sterling Street and Dalewood Crescent**

The Committee was in receipt of a letter dated 1992 May 20 from Mr. Michael Mollinga concerning stop signs on Sterling Street at Dalewood Crescent and Haddon Avenue. Mr. Mollinga appeared before the Committee and stated that problems were being created by the installation of stop signs at these intersections.

Following discussion, the Committee approved that staff of the Traffic Department be directed to prepare a report on the issue for the Committee's consideration and that Alderman Kiss contact residents in the area to determine their views on the potential removal of these stop signs and that Alderman Kiss contact residents in the area to determine their views on the potential removal of these stop signs.

(c) **Proposed Closure of Public Walkway in the Lisgar Neighbourhood from Larch Street to Northgate Drive**

The Committee was in receipt of a report dated 1992 July 10 from the Senior Director, Roads Department respecting a by-law to close and to authorize the sale of the public walkway north of Larch Street.

The Committee approved the following recommendation:

(a) That the appropriate by-law for closure and sale of the public walkway be forwarded to City Council for enactment on 1992 July 28.

(b) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the by-laws.

2. CONSENT AGENDA

The Committee agreed that the following items be removed from the Consent Agenda and placed on the Discussion Agenda:

i. **Encroachment Agreement, 337 Strathearne Avenue North**

ii. **Temporary Closure of King Street West between Stirling and South Oval, Westdale Village Festival**

The Committee at the request of Alderman Kiss further agreed that Item 2(b)i.(e), intersection of Marion Avenue South and South Oval be tabled in order that a delegation appear at the next Transport and Environment Committee meeting.

3. MINUTES

The minutes of the 1992 June 22 meeting of the Transport and Environment Committee were adopted as circulated.

4. DIRECTOR OF TRAFFIC SERVICES

i. **Intersection Control**

(a) **Queensdale Avenue between Upper Sherman Avenue and Upper Ottawa Street North**

The Committee was in receipt of a report dated 1992 June 14 from the Director of Traffic Services respecting Queensdale Avenue between Upper Sherman Avenue and Upper Ottawa Street.

The Committee approved the following recommendation:

(a) That four-way stop control be implemented at the intersection of East 33rd Street and Queensdale Avenue; and

(b) That three-way stop control be implemented at the intersection of East 36th Street and Queensdale Avenue; and

(c) That four-way stop control be implemented at the intersection of East 43rd Street and Queensdale Avenue; and

(d) That three-way stop control be implemented at the intersection of Nancy Street and Queensdale Avenue; and

(e) That the City Traffic By-law No. 89-72 be amended accordingly.

(b) **Intersection of Broughton Avenue and Grayrocks Avenue**

The Committee was in receipt of a report dated 1992 July 9 from the Director of Traffic Services respecting the intersection of Broughton Avenue and Grayrocks Avenue.

The Committee approved the following recommendation:

(a) That the existing three-way stop control at the intersection of Broughton Avenue and Grayrocks Avenue be removed; and

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

(c) **Intersection of Edinburg Avenue and Fraser Avenue**

The Committee was in receipt of a report dated 1992 June 19 from the Director of Traffic Services respecting the intersection of Edinburg Avenue and Fraser Avenue.

The Committee approved the following recommendation:

(a) That southbound traffic on Fraser Avenue be required to stop for eastbound and westbound traffic on Edinburg Avenue; and

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

(d) **Intersection of Caswell Drive and Amalfi Street**

The Committee was in receipt of a report dated 1992 June 22 from the Director of Traffic Services respecting the intersection of Caswell Drive and Amalfi Street.

The Committee approved the following recommendation:

(a) That westbound traffic on Caswell Drive be required to stop for northbound and southbound traffic on Amalfi Street; and

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

(e) **Intersections of Beaverton Drive, Butler Drive, Cartier Crescent at Acadia Drive**

The Committee was in receipt of a report dated 1992 July 2 from the Director of Traffic Services respecting the intersections of Beaverton Drive, Butler Drive, Carter Crescent at Acadia Drive.

The Committee approved the following recommendation:

(a) That westbound traffic on Beaverton Drive be required to stop for northbound and southbound traffic on Acadia Drive; and

(b) That northbound traffic on Butler Drive be required to stop for eastbound and westbound traffic on Acadia Drive; and

(c) That westbound traffic on Cartier Crescent be required to stop for northbound and southbound traffic on Acadia Drive; and

(d) That the City Traffic By-law No. 89-72 be amended accordingly.

(f) **Falkirk East Neighbourhood**

The Committee was in receipt of a report dated 1992 July 7 from the Director of Traffic Services respecting the Falkirk East Neighbourhood.

The Committee approved the following recommendation:

(a) That northbound traffic on Philomena Drive be required to stop for eastbound and westbound traffic on Claudette Gate; and

(b) That northbound traffic on Spadara Drive be required to stop for eastbound and westbound traffic on Benvenuto Crescent; and

(c) That eastbound traffic on Benvenuto Crescent (south leg) be required to stop for northbound and southbound traffic on Claudette Gate; and

(d) That westbound traffic on Claudette Gate be required to stop for northbound and southbound traffic on Spadara Drive; and

(e) That the City Traffic By-law No. 89-72 be amended accordingly.

ii. **Parking Regulations**

(a) **School Bus Loading Zone on Queensdale Avenue East adjacent to Highview Elementary School**

The Committee was in receipt of a report dated 1992 June 22 from the Director of Traffic Services respecting a school bus loading zone on Queensdale Avenue East adjacent to Highview Elementary School.

The Committee approved the following recommendation:

(a) That a "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the south side of Queensdale Avenue East commencing at a point 33 feet west of the west curb line of Nancy Street and extending to a point 120 feet westerly therefrom; and

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

(b) **No. 93 Peter Street - Request for a Reserved "Permit Parking" Space for a Disabled Resident**

The Committee was in receipt of a report dated 1992 May 25 from the Director of Traffic Services respecting No. 93 Peter Street - request for a reserved "Permit Parking" space for a disabled resident.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the north side of Peter Street, commencing at a point 47 feet west of Ray Street North and extending to a point 21 feet westerly therefrom; and

(b) That the Director of Traffic Services be authorized to issue one parking permit to Mr. Frank Znamecz, 93 Peter Street; and

(c) That the City Traffic By-law No. 89-72 be amended accordingly.

(c) **No. 180 Rosslyn Avenue North -**
Request for a Reserved "Permit Parking" Space for a Disabled Resident

The Committee was in receipt of a report dated 1992 July 9 from the Director of Traffic Services respecting No. 180 Rosslyn Avenue North - request for a reserved "Permit Parking" space for a disabled resident.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the east side of Rosslyn Avenue North commencing at a point 216 feet north of Cannon Street East and extending to a point 26 feet northerly therefrom; and

(b) That a "Permit Parking" regulation be implemented on the west side of Rosslyn Avenue North commencing at a point 241 feet north of Cannon Street East and extending to a point 26 feet northerly therefrom; and

(c) That the Director of Traffic Services be authorized to issue two parking permits to Mrs. O'Callaghan, No. 180 Rosslyn Avenue North; and

(d) That the City Traffic By-law No. 89-72 be amended accordingly.

(d) **No. 93 Clinton Avenue -**
Request to Remove a Reserved "Permit Parking" Space for Disabled Resident

The Committee was in receipt of a report from the Director of Traffic Services dated 1992 July 9 respecting No. 93 Clinton Avenue - request for a reserved "Permit Parking" Space for a Disabled Resident.

The Committee approved the following recommendation:

(a) That the existing "Permit Parking" regulation on the north side of Clinton Avenue commencing at a point 310 feet west of Lottridge Street and extending to a point 23 feet westerly therefrom be removed; and

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

(e) **No. 54 Kinrade Avenue - Request for a Wheelchair Loading Zone**

The Committee was in receipt of a report from the Director of Traffic Services dated 1992 July 9 respecting No. 54 Kinrade Avenue - request for a wheelchair loading zone.

The Committee approved the following recommendation:

(a) That a "No Stopping, Wheelchair Loading Only, 9:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on the east side of Kinrade Avenue commencing at a point 517 feet south of Barton Street East and extending to a point 30 feet southerly therefrom; and

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

(f) **North Side of Jackson Street East, East of Spring Street - Driveway Clearance**

The Committee was in receipt of a report from the Director of Traffic Services dated 1992 July 9 respecting the north side of Jackson Street East, east of Spring Street.

The Committee approved the following recommendation:

(a) That the existing "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the north side of Jackson Street East commencing at a point 53 feet east of Spring Street and extending to a point 97 feet easterly therefrom, be shortened such that the regulation commences at a point 53 feet east of Spring Street and extends to a point 65 feet easterly therefrom; and

(b) That the existing "No Parking" regulation on the north side of Jackson Street East which commences at Wellington Street South and extends to a point 150 feet westerly, be extended, such that the regulation commences 118 feet east of Spring Street and extends to Wellington Street South; and

(c) That the City Traffic By-law No. 89-72 be amended accordingly.

(g) **Rushdale Avenue**

The Committee was in receipt of a report from the Director of Traffic Services dated 1992 June 19 respecting Rushdale Drive.

The Committee approved the following recommendation:

(a) That parking be prohibited on the west side of Rushdale Drive commencing at a point 102 feet south of the extended south curb line of Ruby Street and extending to a point 68 feet southerly therefrom; and

(b) That parking be prohibited on the north side of Rushdale Drive commencing at the west curb line of Rushdale Drive and extending to a point 137 feet westerly therefrom; and

(c) That the City Traffic By-law No. 89-72 be amended accordingly.

(h) **Ferguson Avenue South, south of Hunter Street East**

The Committee was in receipt of a report from the Director of Traffic Services dated 1992 July 9 respecting Ferguson Avenue South, south of Hunter Street West.

The Committee approved the following recommendation:

(a) That a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the east side of Ferguson Avenue South commencing at a point 30 feet south of Hunter Street East and extending to a point 115 feet southerly therefrom and on the west side of the street commencing at a point 31 feet south of Hunter Street East and extending to a point 91 feet southerly therefrom; and

(b) That a "No Parking" regulation be implemented on the west side of Ferguson Avenue South commencing at a point 207 feet south of Hunter Street East and extending to a point 115 feet southerly therefrom; and

(c) That the City Traffic By-law No. 89-72 be amended accordingly.

(i) **East Side of Mountwood Avenue, North of Rockwood Place**

The Committee was in receipt of a report from the Director of Traffic Services dated 1992 July 6 respecting the east side of Mountwood Avenue, north of Rockwood Place.

The Committee approved the following recommendation:

(a) That the existing "No Parking" regulation on the east side of Mountwood Avenue which commences at Rockwood Place and extends to a point 146 feet northerly therefrom, be replaced with a "No Stopping" regulation; and

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

(j) **East Side of Ferguson Avenue South between Charlton Ave. East and Foster Street**

The Committee was in receipt of a report from the Director of Traffic Services dated 1992 July 9 respecting the east side of Ferguson Avenue South between Charlton Avenue East and Foster Street.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the east side of Ferguson Avenue South between Charlton Avenue East and Foster Street; and

(b) That the Director of Traffic Services be authorized to issue, upon request, one parking permit to each of the first seven eligible applicants residing in the block to a maximum of seven permits; and

(c) That the City Traffic By-law No. 89-72 be amended accordingly.

(k) **Fairfield Avenue**

The Committee was in receipt of a report from the Director of Traffic Services dated 1992 July 10 respecting Fairfield Avenue:

The Committee approved the following recommendation:

(a) That the existing "Alternate Side Parking" regulation on Fairfield Avenue between Barton Street East and Britannia Avenue be replaced with a "No Parking" regulation on the west side and unrestricted free parking on the east side; and

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

(l) **Bay Street South between Aberdeen Avenue and Inglewood Drive**

The Committee was in receipt of a report from the Director of Traffic Services dated 1992 July 10 respecting Bay Street South between Aberdeen Avenue and Inglewood Drive.

The Committee approved the following recommendation:

(a) That a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on both sides of Bay Street South between Aberdeen Avenue and Inglewood Drive; and

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

(m) **Apartment Building at No. 4 Paisley Avenue South - Time Limit Exemption**

The Committèe was in receipt of a report from the Director of Traffic Services dated 1992 June 16 respecting the apartment building at No. 4 Paisley Avenue South.

The Committee approved the following recommendation:

That the Director of Traffic Services be authorized to issue, upon request, one Time Limit Exemption Permit to each of the first twelve eligible applicants residing in the apartment building at No. 4 Paisley Avenue South.

(n) **No. 109 Elgin Street - Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident**

The Committee was in receipt of a report from the Director of Traffic Services dated 1992 July 6 respecting No. 109 Elgin Street - Request to Remove a "Permit Parking" Space for Disabled Resident.

The Committee approved the following recommendation:

(a) That the existing "Permit Parking" regulation on the west side of Elgin Street commencing at a point 93 feet south of Robert Street and extending to a point 20 feet southerly therefrom be removed; and

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

(o) **Intersection of Essling Avenue and Borodino Court**

The Committee was in receipt of a report dated 1992 July 9 from the Director of Traffic Services respecting the intersection of Essling Avenue and Borodino Court.

The Committee approved the following recommendation:

(a) That eastbound traffic on Borodino Court be required to stop for northbound and southbound traffic on Essling Avenue; and

(b) That parking be prohibited on the south side of Essling Avenue (north leg) commencing at the west curb line of Essling Avenue and extending to a point 92 feet westerly therefrom; and

(c) That parking be prohibited on the west side of Essling Avenue commencing at the south curb line of Essling Avenue (north leg) and extending to a point 69 feet southerly therefrom; and

(d) That parking be prohibited on the east side of Essling Avenue commencing at the north curb line of Essling Avenue (south leg) and extending to a point 88 feet northerly therefrom; and

(e) That the City Traffic By-law No. 89-72 be amended accordingly.

iii . <u>SCHOOL PATROLS IN THE CITY OF HAMILTON</u>

The Committee was in receipt of a report dated 1992 July 13 from the Director of Traffic Services respecting School Patrols in the City of Hamilton.

The Committee approved the following recommendation:

That the Chief Administrative Officer and the Director of Traffic Services be authorized to make a presentation to the Hamilton Board of Education and to the Hamilton-Wentworth Roman Catholic Separate School Board on the subject of school patrols.

5. COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES

(a) **Proposed Railway Crossing Rehabilitation of Cannon Street at Glendale Avenue Hamilton. C.P. Rail Mileage 0.90 Longbelt**

The Committee was in receipt of a report dated 1992 June 8 from the Director of Roads Department respecting the proposed Railway Crossing Rehabilitation of Cannon Street at Glendale Avenue Hamilton.

The Committee approved the following recommendation:

(a) That the Commissioner of Transportation/Environmental Services be authorized and directed to issue a purchase order to Jay Chris Indus-Rail Supply Incorporation for $18,000. to purchase the Hi-Rail rubber crossing materials for Cannon Street at Glendale Avenue, C.P. Rail crossing.

(b) That the expenditures be financed from City Account No. 57409 52010 (Specific Maintenance).

(b) **Hess Village Grand Prix Bicycle Race, Sunday, 1992 August 30**

The Committee was in receipt of a report dated 1992 July 10 from the Senior Director, Roads Department respecting Hess Village Grand Prix Bicycle Race.

The Chairman informed the Committee that the date shown on the report for this event should be amended to read Monday, 1992 September 7. The Committee approved the following recommendation:

That the application of T. Farrar, agent for the Cycle Hamilton (244 Jackson Street West, Hamilton) to temporarily close Hess Street from King to Main, George Street from Hess to Caroline, George Street from Queen to Ray and Ray Street from George to King on Monday, 1992 September 7 from 1:00 p.m. to 5:00 p.m. in order to hold the annual Hess Village Grand Prix Bicycle Race, be approved, subject to the following conditions:

(a) That approval from the Regional Police Services be received prior to consideration by City Council of an application for a complete closure;

(b) That the applicant provide proof of $2,000,000. public liability insurance naming the Region and the City of Hamilton as an added insured party with a provision for cross liability and holding the Region and the City of Hamilton harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss;

(c) That all barricading, detour signing and traffic control be subject to the direction of the Regional Police Services;

(d) That all barricading be supplied by and at the expense of the applicant;

(e) That temporary road closure signs be installed in advance by the City of Hamilton Traffic Department on the affected roadways if deemed necessary by the Director of Traffic Services and at the expense of the applicant;

(f) That the applicant ensure that clean-up operations be carried out immediately before the re-opening of the roads to the satisfaction of the City and at the expense of the event organizer;

(g) That no property owner or resident within the barricaded area be denied access to their property upon request;

(h) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services.

(c) **Temporary Road Closure, George Street, 1992 June 30**

The Committee was in receipt of a report from the Senior Director, Roads Department dated 1992 June 24 respecting a temporary road closure.

The Committee approved the following recommendation:

That the action of the Commissioner of Transportation/Environmental Services be confirmed in authorizing the request of J. Clavel, agent for the Treasury Board of Canada (150 Main Street West, Hamilton) to temporarily close George Street between Caroline Street and Hess Street on Tuesday, 1992 June 30 from 10:00 a.m. to 2:00 p.m. for a Canada Day celebration subject to the following conditions:

(a) That approval from the Regional Police Services be received;

(b) That the applicant provide proof of $2,000,000. public liability insurance naming the Region and the City of Hamilton as an added insured party with a provision for cross liability and holding the Region and the City of Hamilton harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss;

(c) That all barricading, detour signing and traffic control be subject to the direction of the Regional Police Services;

(d) That all barricading be supplied by and at the expense of the applicant;

(e) That temporary road closure signs be installed in advance by the City of Hamilton Traffic Department on the affected roadways if deemed necessary by the Commissioner of Transportation/Environmental Services;

(f) That the applicant ensure that clean-up operations be carried out immediately before the re-opening of the roads to the satisfaction of the Region and at the expense of the event organizer;

(g) That no property owner or resident within the barricaded area be denied access to their property upon request;

(h) That all property owners and tenants in the closure area be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services.

(d) **The Greater Hamilton Aquafest**

The Committee was in receipt of a report from the Senior Director - Roads Department dated 1992 July 13 respecting the Greater Hamilton Aquafest.

The Committee approved the following recommendation:

That the application of the Region of Hamilton-Wentworth (1 James Street South) to temporarily close the following City streets on Saturday, 1992 July 25 from 12:00 noon to 10:00 p.m. and Sunday, 1992 July 26 from 12:00 noon to 8:00 p.m.

Bay Street North from Burlington Street to Guise Street
MacNab Street North from Burlington Street to Guise Street
James Street North from Burlington Street to Guise Street
Hughson Street North from Burlington Street to Guise Street
John Street North from Burlington Street to Guise Street
Catherine Street North from Burlington Street to Guise Street
Mary Street North from Burlington Street to Guise Street
Ferguson Avenue North from Burlington Street to Guise Street
Guise Street from Bay Street to Ferguson Avenue;

in order to hold their annual Greater Hamilton Aquafest be approved subject to the following conditions:

(a) That approval from the Regional Police Services be received;

(b) That the applicant provide proof of $2,000,000. public liability insurance naming the Region and the City of Hamilton as an added insured party with a provision for cross liability and holding the Region and the City of Hamilton harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss;

(c) That all barricading, detour signing and traffic control be subject to the direction of the Regional Police Services;

(d) That all barricading be supplied by and at the expense of the applicant;

(e) That temporary road closure signs be installed in advance by the City of Hamilton Traffic Department on the affected roadways if deemed necessary by the Director of Traffic Services and at the expense of the applicant;

(f) That the applicant ensure that clean-up operations be carried out immediately before the re-opening of the roads to the satisfaction of the City and at the expense of the event organizer;

(g) That no property owner or resident within the barricaded area be denied access to their property upon request;

(h) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services.

(e) **Fundraising Hot Dog Sale - 50 Jackson Street West**

The Committee was in receipt of a report from the Senior Director - Roads Department dated 1992 July 10 respecting a fundraising hot dog sale - 50 Jackson Street West.

The Committee approved the following recommendation:

That the application of D. Reid agent for the Hamilton Municipal Employees Credit Union (50 Jackson Street West) to hold a fund raising hot dog sale on the sidewalk in front of 50 Jackson Street West on Thursday, 1992 August 13 from 11:00 a.m. to 2:00 p.m., be approved, subject to the following conditions:

(a) That approval from the Regional Police Services be received;
(b) That the applicant provide proof of $2,000,000. public liability insurance naming the Region and the City of Hamilton as an added insured party with a provision for cross liability and holding the Region and the City of Hamilton harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss;
(c) That the applicant ensure that clean-up operations be carried out immediately following the event to the satisfaction of the Region and at the expense of the event organizer.

(f) **Incorporation Certain City Lands**

The Committee was in receipt of a report from the Senior Director - Roads Department dated 1992 July 10 respecting the incorporation of certain City lands into the street.

The Committee approved the following recommendation:

(a) That the following City land be incorporated into the street as indicated below in order to provide access from the adjacent lands:

- Acadia Drive Parts 30, 3 and 6 - Plan 62R-11096

- Acadia Drive Part 13 - Plan 62R-11922 and Part 15 - Plan 62R-11096.

(b) That the by-law to carry out the incorporation of the said lands into the foregoing street be enacted by City Council.

(c) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the by-law.

6. DIRECTOR OF PROPERTY

(a) **Office Accommodations - School Crossing Program, Traffic Department**

The Committee was in receipt of a report from the Director of Property dated 1992 July 8 respecting Office Accommodations - School Crossing Program, Traffic Department.

The Committee approved the following recommendation:

(a) That the City of Hamilton enter into a new lease agreement with Playfair Developments Ltd. in accordance with the following terms:

Property:	25 Main Street West, Suite 2215, Hamilton
Area:	1,200 square feet
Term:	One (1) year, eleven (11 months) commencing 1992 August 1, terminating 1994 June 30
Rental Rate:	$18. per square foot (Gross) $21,600. annually, $1,800. per month
Escalation:	The City is to pay realty tax and operating cost escalation over the 1991 base year on a proportionate share.
Option to Renew:	The City has the Option to Renew this lease for a further one (1) year. All terms and conditions are to remain the same, save and except, the rental rate which shall be negotiated six (6) months prior to the expiry of the initial term.
Improvement Allowance:	The Lessor will at its cost clean the carpet, bring the space up to professional standards and remove and relocate demising walls prior to occupancy.

(b) That the lease agreement dated 1990 March 9 between the Corporation of the City of Hamilton and Playfair Developments Ltd for Suite 1500, 25 Main Street West be terminated.

(c) That the Mayor and City Clerk be authorized to execute a lease agreement in a form satisfactory to the City Solicitor.

(b) **Sale of Surplus City Lands - Nos. 112 and 116 Chesley Street**

The Committee was in receipt of a report from the Director of Property dated 1992 June 22 respecting the sale of surplus City lands - Nos. 112 and 116 Chesley Street.

The Committee approved the following recommendation:

(a) That an Offer to Purchase, duly executed by Kwong-Yuen Ho and Daniel Cheuk-Kin Yung 1992 June 16 and scheduled for closing on or before 1992 September 25 for a portion of City-owned property composed of part of Lot 31, Registered Plan 823, formerly in the Township of Barton, now in the City of Hamilton, having a frontage of 10.86 metres (35.65 feet) more or less, by a depth of 5.166 metres (16.95 feet) more or less, being irregular in shape and comprising a total area of 37.596 square metres (404.7 square feet) more or less, more particularly described as Part 4 on Registered Plan 62R-10628, being located immediately in front of No. 112 Chesley Street, be approved and completed and the funds derived from the sale of $1. be credited to Account No. CH4X999 00102 (Reserve for Property Purchases).

(b) That the Mayor and City Clerk be authorized and directed to execute the necessary documents.

(c) **Sale of Surplus City Lands - No. 116 Chesley Street, Part 3, Plan 62R-10628**

The Committee was in receipt of a report from the Director of Property dated 1992 July 9 respecting the sale of surplus City Lands at No. 116 Chesley Street, Part 3, Plan 62R-10628.

The Committee approved the following recommendation:

(a) That an Offer to Purchase, duly executed by Fiorisa and Antonio Cirone on 1992 July 6 and scheduled for closing on or before 1992 October 20 for a portion of City-owned property composed of part of Lot 31, Registered Plan 823, formerly in the Township of Barton, now in the City of Hamilton, having a frontage of 12.033 metres (39.48 feet) more or less, by a depth of 5.166 metres (16.95 feet) more or less, being irregular in shape and comprising a total area of 44.675 square metres (480.9 square feet) more or less, more particulary described as Part 3 on Registered Plan 62R-10628 and being located directed in front of No. 116 Chesley Street, be approved and completed and the funds derived from this sale of $1. be credited to Account No. CH4X999 00102 (Reserve for Property Purchases).

(b) That the Mayor and City Clerk be authorized and directed to execute the necessary documents.

7. **DIRECTOR OF PUBLIC WORKS**

(a) **Proposed Construction of Concrete Sidewalks:**

1. **Limeridge Road (north side) from approximately 400 m east of Upper Wellington Street to approximately 127 m easterly**
2. **Limeridge Road (south side) from Upper Wellington Street to approximately 263 m easterly and from approximately 376 m east of Upper Wellington Street to approximately 69 m easterly.**

The Committee was in receipt of a report from the Director of Public Works dated 1992 July 9 respecting the proposed construction of concrete sidewalks:

1. Limeridge Road (north side) from approximately 400 m east of Upper Wellington Street to approximately 127 m easterly
2. Limeridge Road (south side) from Upper Wellington Street to approximately 263 m easterly and from approximately 376 m east of Upper Wellington Street to approximately 69 m easterly.

The Committee approved the following recommendation:

(a) That the construction of a concrete sidewalk on the north side of Limeridge Road from approximately 400 m east of Upper Wellington Street to approximately 127 m easterly and on the south side of Limeridge Road from Upper Wellington Street to approximately 263 m easterly and from approximately 376 m east of Upper Wellington Street to approximately 69 m easterly proceed as Local Improvements pursuant to Section 12 of the Local Improvement Act at an estimated gross cost of twenty-one thousand dollars ($21,000.) and fifty thousand dollars ($50,000.) respectively as provided in the 1992 portion of the 1992 to 2001 Capital Budget with a City's share of ten thousand, eight hundred and sixty dollars and eighty cents ($10,860.80) and twenty-three thousand, four hundred and forty dollars ($23,440.) respectively and an Owner's share of ten thousand, one hundred and thirty-nine and twenty cents ($10,139.20) and twenty-six thousand, five hundred and sixty dollars ($26,560.) respectively; and

(b) That the Finance and Administration Committee be requested to recommend a source of funds for these Capital Projects; and

(c) That the Senior Director of Roads be authorized to construct these works once all of the necessary approvals have been received.

8. COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES

The Committee was in receipt of a report from the Senior Director, Roads Department dated 1992 July 9 respecting 1992 servicing expenditures related to subdivisions.

The Committee approved the following recommendation:

(a) That the portion of Section 3 of the Fourth Report of the Transport and Environment Committee for 1992 adopted by City Council on 1992 March 10 which refers to approval of engineering schedules for "Claudette Gardens - Phase 1", Hamilton be deleted.

(b) That the portion of Section 6 of the Fifth Report of the Transport and Environment Committee for 1991 adopted by City Council on 1991 March 12, which refers to the approval of the engineering schedules for "Paradise Gate Estates", Hamilton be deleted.

(c) That the submitted schedules of works be adopted for inclusion in the Subdivision Agreements with the Owners for the estimated cost of services in:

1. "CLAUDETTE GARDENS - PHASE 1", Hamilton
   City's Share - nil
   Owner's Share - $324,865.22
2. "PARADISE GATE ESTATES - PHASE 1", Hamilton
   City's Share - nil
   Owner's Share - $290,422.
3. "THE GARDENS OF RYMAL - PHASE 3", Hamilton
   City's Share - $ 5,479.45
   Owner's Share - $166,224.10
4. "THE GARDENS OF RYMAL - PHASE 4", Hamilton
   City's Share - $ 8,317.73
   Owner's Share - $167,563.09
5. "RYMAL SQUARE ESTATES - PHASE 3", Hamilton
   City Share - $62,625.60
   Owner's Share - $55,568.

(d) That the Mayor and City Clerk be authorized and directed to execute the proposed subdivision agreements with the Owners of "Claudette Gardens - Phase 1", Hamilton, "Paradise Gate Estates - Phase 1", Hamilton, "The Gardens of Rymal - Phase 3", Hamilton, "The Gardens of Rymal - Phase 4", Hamilton and "Rymal Square Estates - Phase 3", Hamilton.

(e) That approval of the above-noted clauses be subject to the condition that no work has commenced on the installation of services except as provided for in sub-section (f) below.

(f) That in the event the Owners wish to proceed prior to the registration of the Final Plans and Subdivision Agreements they should be allowed to do so at their own risk provided they enter into standard agreements with the City of Hamilton for pre-servicing.

(g) That the City's share for the services in "The Gardens of Rymal - Phase 3" ($5,479.45), "The Gardens of Rymal - Phase 4 ($8,317.73) and "Rymal Square Estates - Phase 3" ($62,625.60) be approved and that the Finance and Administration Committee recommend the source of funding for these projects.

(h) That the Final Plan for "The Gardens of Rymal - Phase 3" not be released for registration until the Final Plan for "The Gardens of Rymal - Phase 2" has been registered.

(i) That the Final Plan for "The Gardens of Rymal - Phase 4" not be released for registration until the Final Plan for "The Gardens of Rymal, Phase 3" has been registered.

(j) That the Final Plan for "Rymal Square Estates - Phase 3" not be released for registration until the Final Plan for "Rymal Square Estates - Phase 2" has been registered.

9. ALDERMAN M. KISS

White Ribbon Week - Banner

Alderman Kiss informed the Committee that the organizers of "White Ribbon Week" would like to raise a banner across Main Street in front of City Hall promoting "White Ribbon Week", however, the time which they require had been previously booked by another organization. She questioned whether other areas are available for the hanging of banners. Mr. Aston of the Transportation/Environmental Services Department indicated that a number of the railway/bridge crossing locations were utilized for banners, however, approval was required directly from the Railway Companies. Mayor Morrow indicated that on occasion, organizations who have booked a week to fly their banner only required a portion of the week and therefore had agreed to sharing time.

10. ALDERMAN B MORELLI

Intersection of Maple Avenue and Grosvenor Avenue South - Intersection Control

The Committee was in receipt of a report from the Director of Traffic Services dated 1992 May 28 respecting the intersection of Maple Avenue and Grosvenor Avenue South - Intersection Control which the Committee had approved at its last meeting.

Alderman Morelli spoke to the issue and indicated that increased traffic flow had necessitated the need for four-way traffic control at the intersection of Maple Avenue and Grosvenor Avenue South.

Following discussion the Committee agreed that a four-way stop control be implemented at the intersection of Maple Avenue and Grosvenor Avenue.

11. ACTING CLERK

Petition - Sidewalk Reconstruction - Scenic Drive - Referral from City Council 1992 June 30

The Committee was in receipt of a memorandum dated 1992 July 9 from the Acting Clerk respecting a petition for sidewalk reconstruction for Scenic Drive.

The Committee agreed to table this item as it had been satisfactorily dealt with at the Region's Transportation Services Committee.

12. SECRETARY, SINGLE TIER BUREAUCRACY REVIEW STEERING COMMITTEE

SINGLE TIER ADMINISTRATION - A DISCUSSION PAPER

The Committee was in receipt of a memorandum dated 1992 July 10 from the Secretary, Single Tier Bureaucracy Review Steering Committee respecting single tier administration - a discussion paper.

Alderman Wilson indicated an error in the discussion paper with the omission of Alderman Eisenberger as a member of the Committee. Mr. Pavelka stated that he would have this corrected. Alderman Wilson indicated that he had a concern that the City could lose hands-on control with a one-tier bureaucracy. Alderman Merling stated that cost savings is a key issue in this proposal, However, the City should be cautious not to lose out on control over local issues. He further stated that what is being referred to as single tier could be either Regional single tier or City single tier. Following further discussion, the Committee approved that the Report be received.

13. SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE

Water Environment Federation 65th Annual Conference

The Committee was in receipt of a report from the Secretary, Transport and Environment Committee dated 1992 July 15 respecting the Water Environment Federation 65th Annual Conference.

The Committee approved the following recommendation:

(a) That the Chairman or his designate be authorized to attend the Water Environment Federation 65th Annual Conference and Exposition, New Orleans, Louisiana, 1992 September 20 to September 24.

(b) That costs for attendance be allocated to Aldermen Travel Account No. CH55201 10010 from the 1992 Operating Budget.

14. COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES

(a) **Temporary Closure of King Street West between King Street and South Oval**

The Committee was in receipt of a report from the Senior Director, Roads Department dated 1992 July 10 respecting a temporary closure of King Street East between Sterling and South Oval, Westdale Village Festival.

Alderman Kiss questioned whether or not residents have been contacted and informed of this event. Mr. Aston responded that the applicant is responsible to notify area residents as part of the approval process.

The Committee approved the following recommendation:

That the application of A. Sno, agent for the Westdale Business Improvement Association (944 King Street West, Hamilton) to temporarily close King Street West between Paisley Avenue and Marion Avenue from 8:00 a.m., Saturday, 1992 September 19 to 11:59 p.m., be approved subject to the following conditions:

(a) That approval from the Regional Police Services be received;

(b) That the applicant provide proof of $2,000,000. public liability insurance naming the Region and the City of Hamilton as an added insured party with a provision for cross liability and holding the Region and the City of Hamilton harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss;

(c) That all barricading, detour signing and traffic control be subject to the direction of the Regional Police Services;

(d) That all barricading be supplied by and at the expense of the applicant;

(e) That temporary road closure signs be installed in advance by the City of Hamilton Traffic Department on the affected roadways if deemed necessary by the Director of Traffic Services and at the expense of the applicant;

(f) That the applicant ensure that clean-up operations be carried out immediately before the re-opening of the roads to the satisfaction of the City and at the expense of the event organizer;

(g) That no property owner or resident within the barricaded area be denied access to their property upon request;

(h) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services.

(b) **Encroachment Agreement - 337 Strathearne Avenue North**

The Committee was in receipt of a report from the Senior Director, Roads Department dated 1992 July 10 respecting an encroachment agreement for 337 Strathearne Avenue North.

Alderman Eisenberger questioned the first year and annual cost differences. Mr. Aston reported that the first year cost of $112. represents administration fees and the annual fee is just a renewal fee.

The Committee approved the following recommendation:

That the application to retain an inadvertent encroachment (a concrete porch and steps measuring 3.0' x 15.40') at 337 Strathearne Avenue North be approved during the pleasure of City Council provided:

(a) That the owner enter into an agreement satisfactory to the Commissioner of Transportation/Environmental Services to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.

(b) That the Mayor and City Clerk be authorized to sign and execute all necessary documents to implement this agreement.

(c) That the first year fee of $112. and subsequent annual fee of $20. be set for this encroachment.

15. **IN CAMERA**

The Committee agreed to move in camera to discuss an item involving a real estate transaction.

Following a brief in camera session, the Committee moved out of camera. Prior to discussion of the issue, Alderman F. D'Amico declared a conflict of interest, took no part in the discussion and left the meeting.

The Committee approved the following recommendation:

That the Director of Property be authorized to investigate the purchase of 641 Rymal Road West subject to the Treasurer Department identifying a source of funding.

16. **NEW BUSINESS**

Alderman Wilson requested that Item 1 of the Outstanding Items List "Parking Regulations - Albany Avenue between Kenilworth Avenue North and Robins Avenue, be deleted.

17. **ADJOURNMENT**

There being no further business, the Committee meeting adjourned.

Respectfully Submitted,

ALDERMAN H. MERLING, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

Kevin C. Christenson, Secretary

1992 July 20

2(b)(i)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 July 10

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Vespari Place and Megna Court - Intersection Control. **(TEC-139-92)**

RECOMMENDATION:

a) That northbound traffic on Vespari Place be required to stop for eastbound and westbound traffic on Megna Court; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

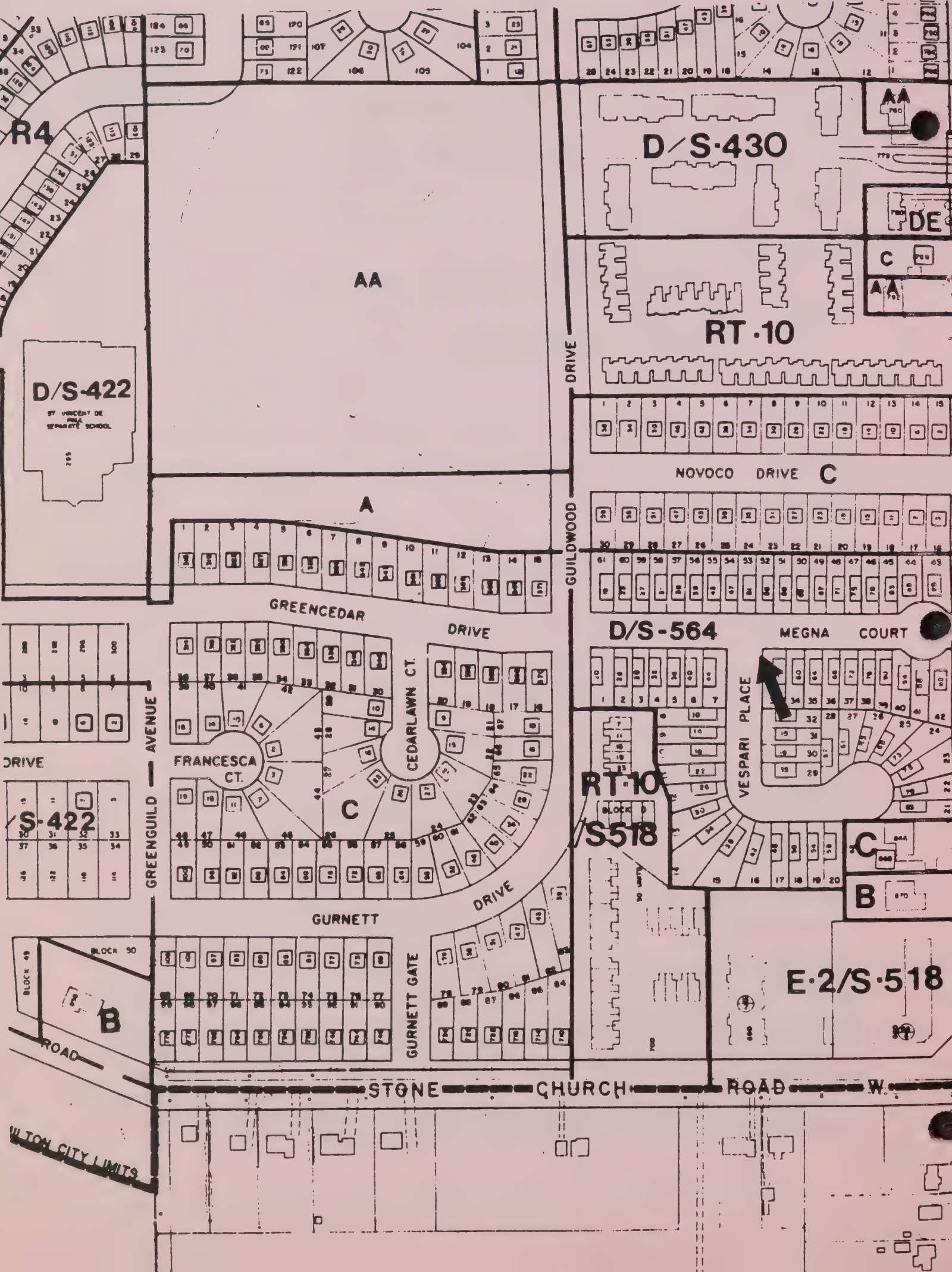
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Alderman Don Ross, that stop control be implemented at the intersection of Vespari and Megna.

The subject intersection is a "T" type intersection, and presently, there are no intersection control signs. Traffic Department records indicate that there have been no reported collisions at this intersection in at least the past seven years. This is an excellent collision record for this type of intersection. However, the Traffic Department supports the principle of stopping one direction of traffic at "T" type intersections, in lieu of the otherwise applicable "right hand rule", which may not be clearly understood by all motorists. Therefore, the Traffic Department recommends that northbound traffic on Vespari be required to stop for eastbound and westbound traffic on Megna.


R4
AA
D/S-422
A
D/S-430
AA
DE
C
A
RT-10
DRIVE
GUILDWOOD
NOVOCO DRIVE C
D/S-564
MEGNA COURT
VESPARI PLACE
RT-10
/S518
C
B
E-2/S-518
GREENCEDAR DRIVE
FRANCESCA CT.
CEDARLAWN CT.
C
GREENGUILD AVENUE
S-422
GURNETT DRIVE
GURNETT GATE
BLOCK 50
BLOCK 49
B
ROAD
STONE CHURCH ROAD W.
WILTON CITY LIMITS

26(b)(i)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 July 10

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Donn Avenue and Highridge Avenue - Intersection Control. (TEC-137-92)

RECOMMENDATION:

a) That northbound traffic on Donn Avenue be required to stop for eastbound and westbound traffic on Highridge Avenue; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

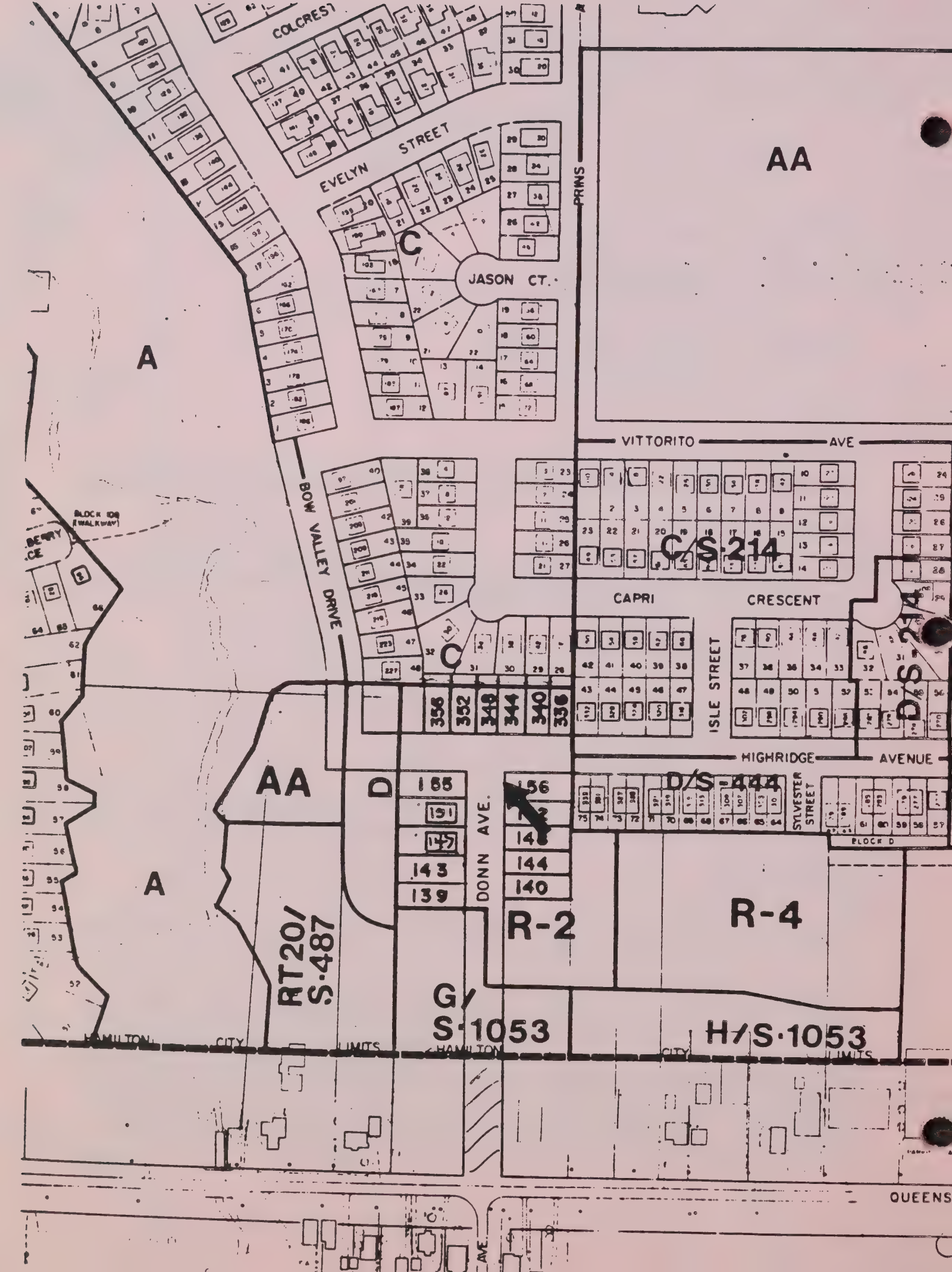
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The recently constructed intersection of Donn and Highridge, in the Riverdale East Neighbourhood, is now open to vehicular traffic.

The subject intersection is a "T" type intersection, and presently, there are no intersection control signs. Traffic Department records indicate that there have been no reported collisions at this intersection since its recent construction. This is an excellent collision record for this type of intersection. However, the Traffic Department supports the principle of stopping one direction of traffic at "T" type intersections, in lieu of the otherwise applicable "right hand rule", which may not be clearly understood by all motorists. Therefore, the Traffic Department recommends that northbound traffic on Donn be required to stop for eastbound and westbound traffic on Highridge.


COLCREST
EVELYN STREET
PRINS
AA
C
JASON CT.
A
VITTORITO AVE
BOW VALLEY DRIVE
BLOCK 108 (WALKWAY)
C/S-214
CAPRI CRESCENT
ISLE STREET
D/S-214
HIGHRIDGE AVENUE
D/S-444
SYLVESTER STREET
BLOCK D
356
352
348
344
340
336
AA
D
165
151
147
143
139
156
148
144
140
DONN AVE.
R-2
R-4
A
RT20/S-487
G/S-1053
H/S-1053
HAMILTON CITY LIMITS
HAMILTON CITY LIMITS
QUEENS

2(B)(i)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 July 22

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Flatt Avenue and Glenside Avenue - Intersection Control. **(TEC-143-92)**

RECOMMENDATION:

That no action be taken on the request for four-way stop control at the intersection of Flatt Avenue and Glenside Avenue.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

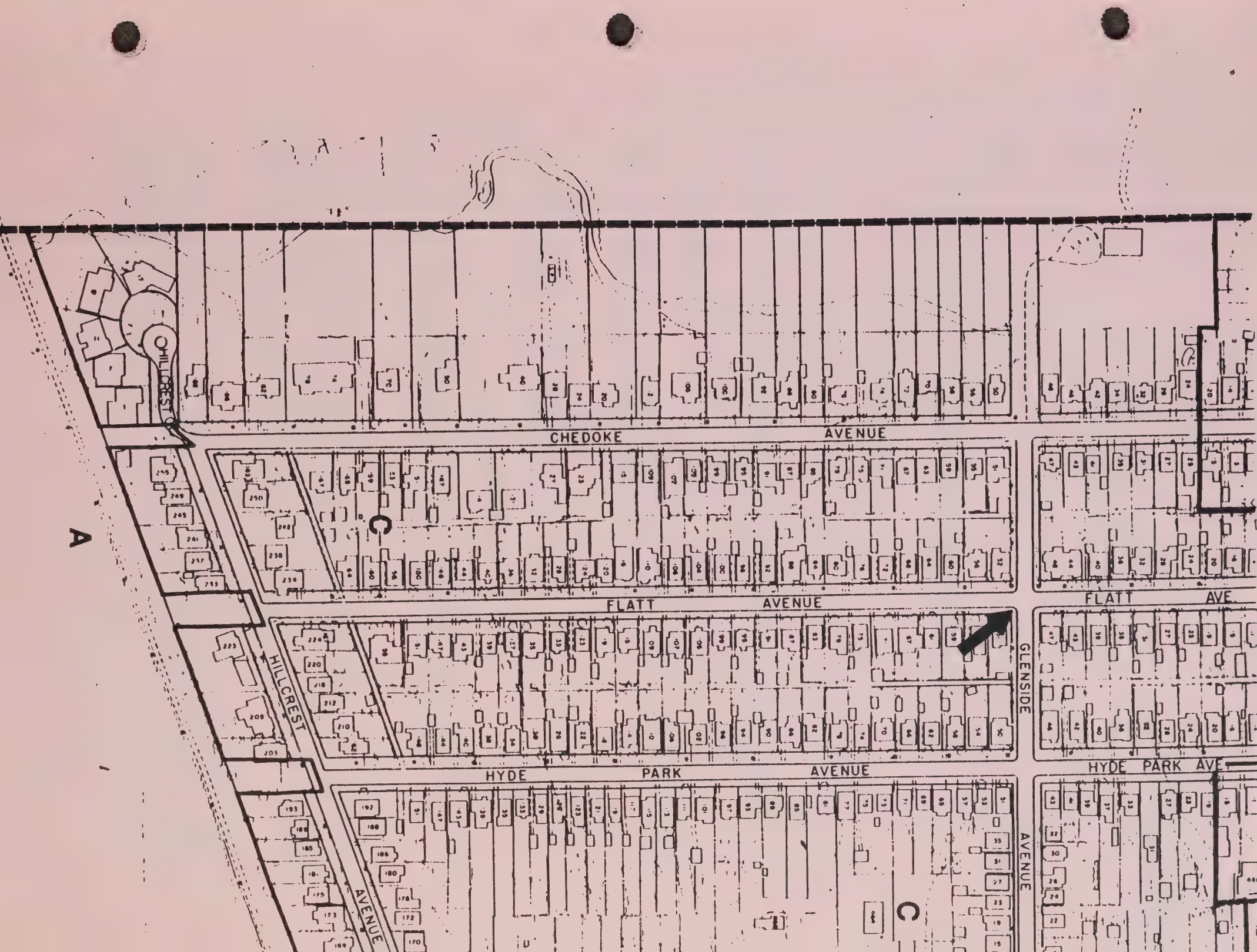
The installation of unwarranted all-way stop control at intersections such as this results in increased motor vehicle operating costs in the order to $10,000.00 annually.

BACKGROUND:

Alderman Mary Kiss has advised of concerns expressed by area residents regarding the speed and volume of traffic on Flatt in the vicinity of Glenside and has requested that four-way stop control be implemented at the intersection of Flatt and Glenside.

The subject intersection is a four-leg intersection, and presently, eastbound and westbound traffic on Glenside is required to stop for northbound and southbound traffic on Flatt. Traffic Department records indicate that there have been no reported collisions at this intersection in the past seven years. This is an excellent collision history for this type of intersection.

The Traffic Department has assessed this request and have their usual concerns respecting unwarranted four-way stop control, including the fact that there is no collision problem at this intersection, unnecessary stop signs have extremely harmful environmental affects, stop signs have no effect on the volume of traffic, and unwarranted stop signs create disrespect by the motorists to the extent that the observation of stop signs is deteriorating every year. Therefore, for the above-mentioned reasons, the Traffic Department does not support the request for four-way stop control at this intersection.


CHEDOKE AVENUE
FLATT AVENUE
HYDE PARK AVENUE
HILLCREST AVENUE
GLENSIDE AVENUE
A
C
D

2(B)(1)(d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 August 07

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Franklin Avenue and Longwood Road North - Intersection Control. (TEC-142-92)

RECOMMENDATION:

That no action be taken on the request for four-way stop control at the intersection of Franklin Avenue and Longwood Road North.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The installation of unwarranted all-way stop control at intersections such as this results in increased motor vehicle operating costs in the order to $10,000.00 annually.

BACKGROUND:

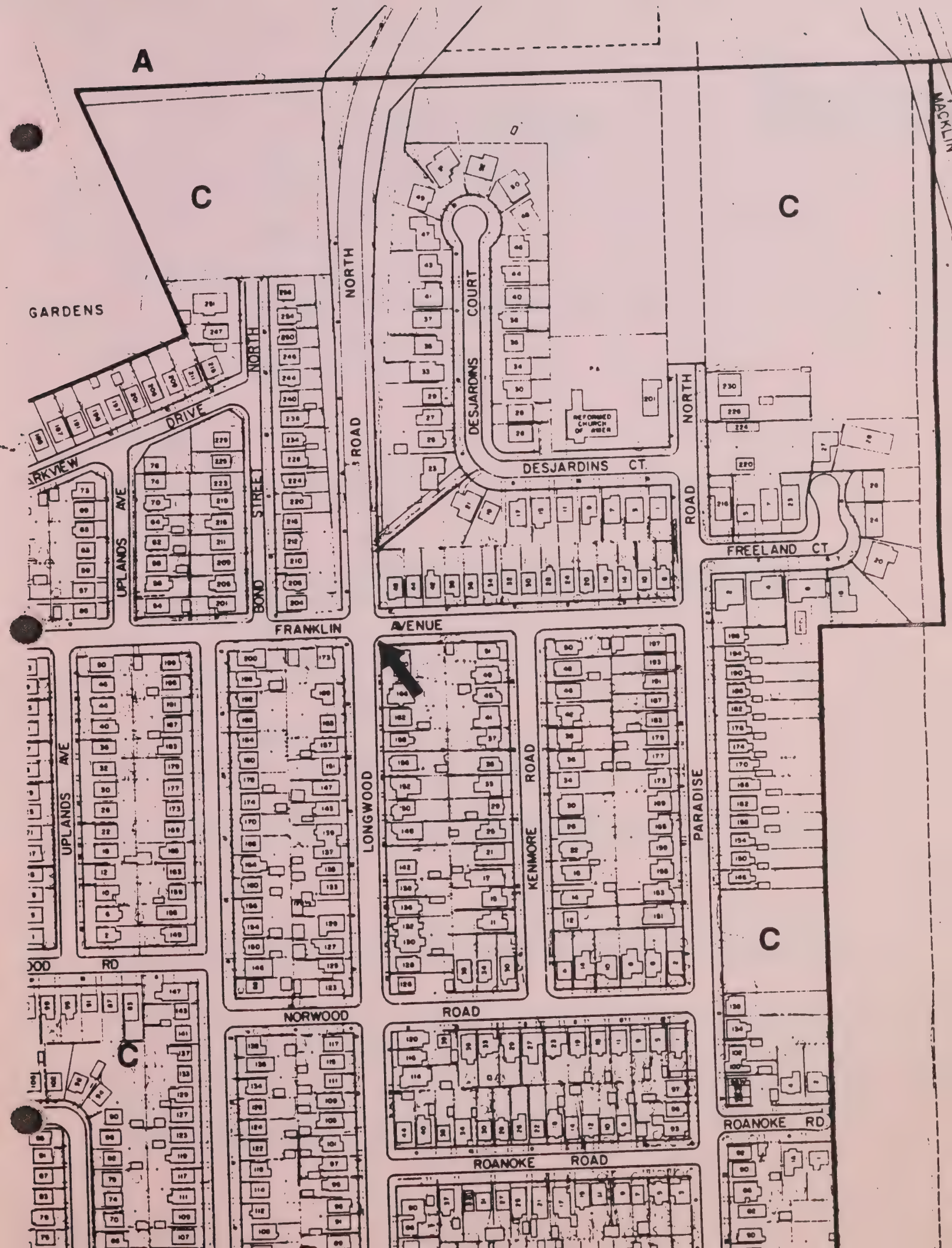
Alderman Terry Cooke and Alderman Mary Kiss have advised of concerns expressed by area residents regarding the speed and volume of traffic on Longwood Road North in the vicinity of Franklin Avenue and have requested that four-way stop control be implemented at the intersection of Franklin Avenue and Longwood Road North.

The subject intersection is a four-leg intersection, and presently, eastbound and westbound traffic on Franklin Avenue is required to stop for northbound and southbound traffic on Longwood Road North. Traffic Department records indicate that there have been no reported collisions at this intersection in the past seven years. This is an excellent collision record for this type of intersection.

Longwood Road North is an unusual street in that traffic volumes are normally light carrying local traffic to and from King Street. However, the volume increases considerably on weekends when motorists visit Princess Point. Longwood Road traffic is presently required to stop at Norwood Road, which is only 650 feet south of Franklin Avenue.

The Traffic Department has assessed this request and has the usual concerns respecting unwarranted four-way stop control, including the fact that there is no collision problem at this intersection, unnecessary stop signs have extremely harmful environmental affects, stop signs have no effect on the speed and volume of traffic, and unwarranted stop signs create disrespect by the motorists to the extent that the observation of stop signs is deteriorating every year.

Also, due to the grade of the roadway on Longwood Road North at Franklin Avenue, the Traffic Department would anticipate a high degree of stop sign violations during inclement weather conditions since southbound motorists on Longwood Road North would be reluctant to stop on the top of this incline for fear of sliding back down. This could lead to a more serious condition if pedestrians crossing the street expect the motorist to come to a stop, and the motorist, for whatever reason, fails to stop for the stop sign. Therefore, for the above-mentioned reasons the Traffic Department does not support the request for four-way stop control at this intersection.


A
C
C
C
C
GARDENS
NORTH
DRIVE
ARKVIEW
UPLANDS AVE
BOND STREET
NORTH
ROAD
FRANKLIN
AVENUE
DESJARDINS COURT
DESJARDINS CT.
REFORMED CHURCH
NORTH
ROAD
FREELAND CT
UPLANDS AVE
RD
LONGWOOD
ROAD
KENMORE
PARADISE
NORWOOD
ROAD
ROANOKE RD
ROANOKE ROAD

2(a)(i)(e)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 August 4

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Toro Drive and Greenhill Avenue - Corner Clearance. **(TEC-150-92)**

RECOMMENDATION:

a) That a "No Stopping" regulation be implemented on the east side of Toro Drive commencing at Greenhill Avenue and extending to a point 70 feet southerly therefrom; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

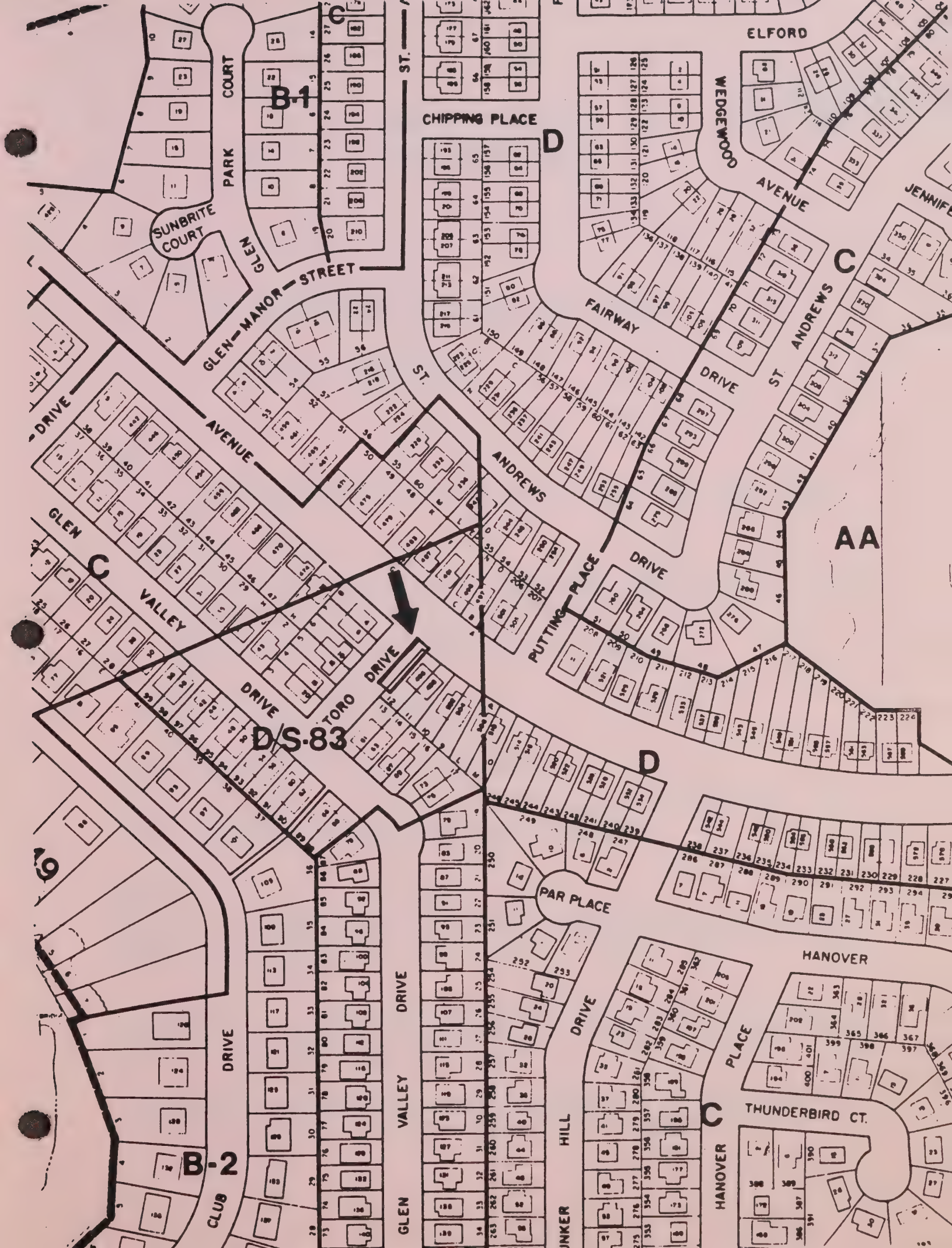
Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Dominic Agostino has advised of a concern expressed by area residents regarding parked vehicles on both sides of Toro creating problems for motorists turning from Greenhill onto Toro.

Toro has a 28 foot pavement width, and presently, there is unrestricted free parking on both sides of the street in this area. An investigation has confirmed that when vehicles are parked on both sides of Toro, turning movements at Greenhill are obstructed to some degree. Therefore, in order to facilitate turning movements, the Traffic Department recommends that a 70 foot "No Stopping" regulation be implemented on the east side of Toro immediately south of Greenhill.

The implementation of the proposed regulation will result in the loss of approximately two legal on-street parking spaces on the east side of the street immediately south of Greenhill. However, since virtually all residents in this area have available off-street parking, staff do not anticipate any parking difficulties for area residents.


B-1
C
D
AA
B-2
D-S-83
SUNBRITE COURT
PARK COURT
GLEN
GLEN-MANOR-STREET
CHIPPING PLACE
ELFORD
WEDGEWOOD
AVENUE
FAIRWAY
DRIVE
ST ANDREWS
PUTTING PLACE
GLEN VALLEY DRIVE
TORO DRIVE
PAR PLACE
HANOVER
PLACE
THUNDERBIRD CT.
CLUB
HILL

20(B)(i)(f)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 July 29

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Lane Control for Southbound Traffic on Nebo Road at Rymal Road. **(TEC-144-92)**

RECOMMENDATION:

a) That the second lane from the west curb on Nebo Road from 100 feet north of Rymal Road to Rymal Road be designated for left turns only; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been provided in the Traffic Department operating budget to cover the cost of installing, erecting and maintaining the required signs.

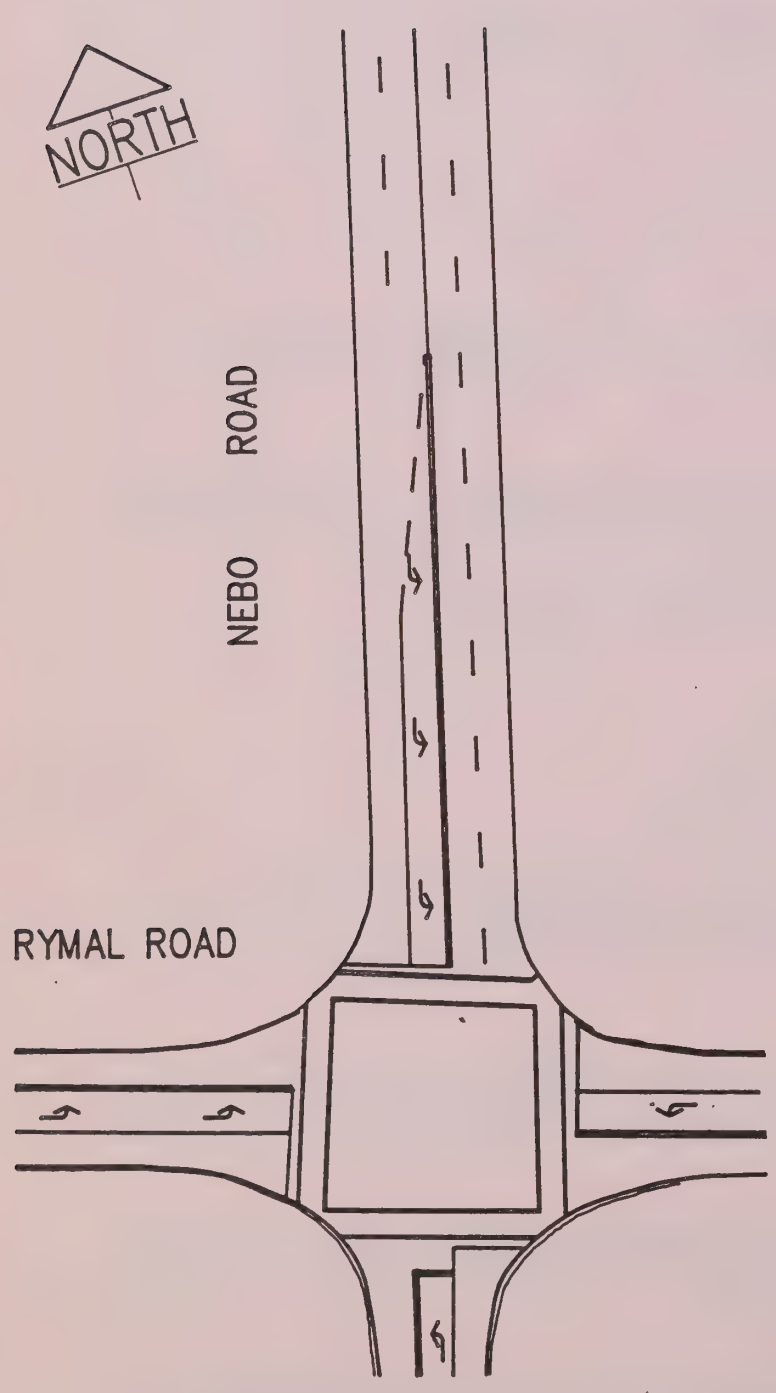
BACKGROUND:

Recently, the pavement markings on Nebo Road north of Rymal Road have been changed from two lanes to four lanes. Four lane marking is more appropriate for the traffic volume and road width in this area.

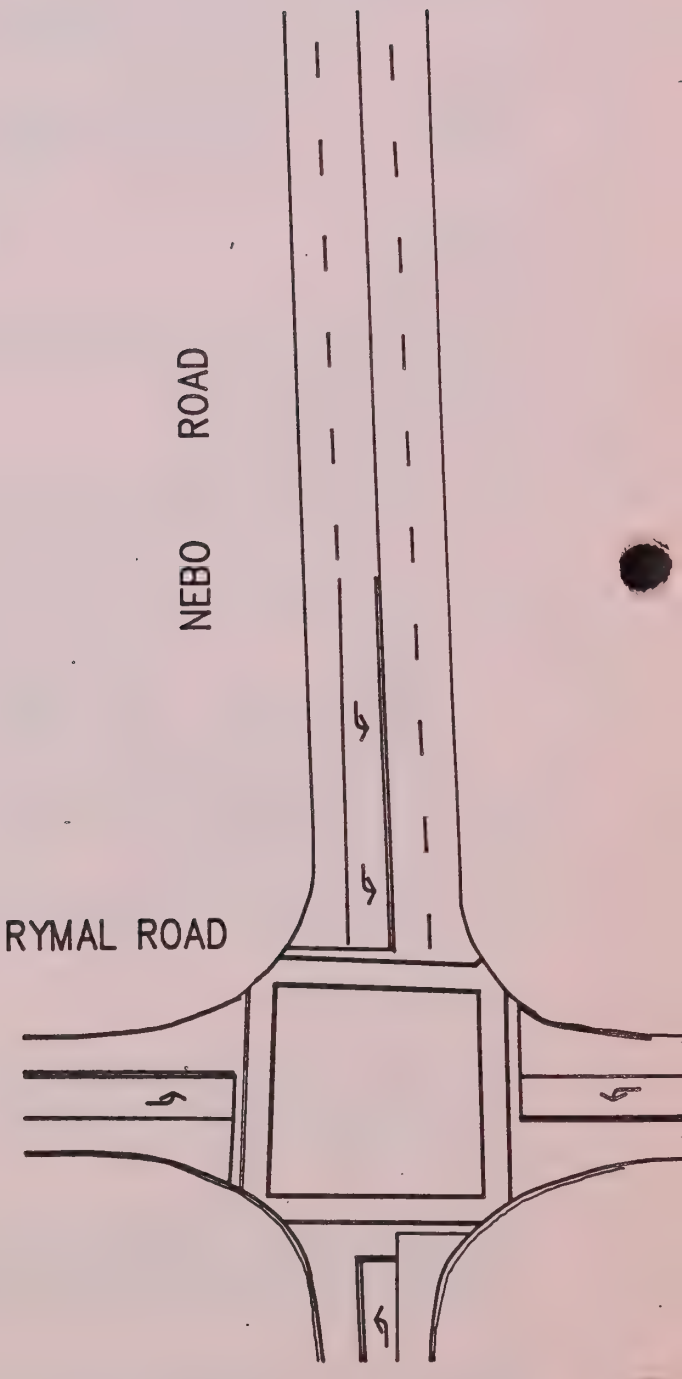
Nebo Road south of Rymal Road is two lanes wide only. Therefore, it is necessary to require one of the two southbound lanes to turn. The preferable arrangement is to require traffic in the southbound median lane to turn left.

Therefore, it is recommended that the second lane from the west curb be designated as a left turn only lane for southbound traffic on Nebo Road approaching Rymal Road.

FIGURE 1



EXISTING MARKINGS



PROPOSED MARKINGS

2(e)(ii)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 August 4

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Barton Street West between Ray Street North and Oxford Street - Parking Regulations. **(TEC-152-92)**

RECOMMENDATION:

a) That a "One Hour Parking Time Limit, 24 hours a day, seven days a week" regulation be implemented on the south side of Barton Street West between Ray Street North and Oxford Street; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

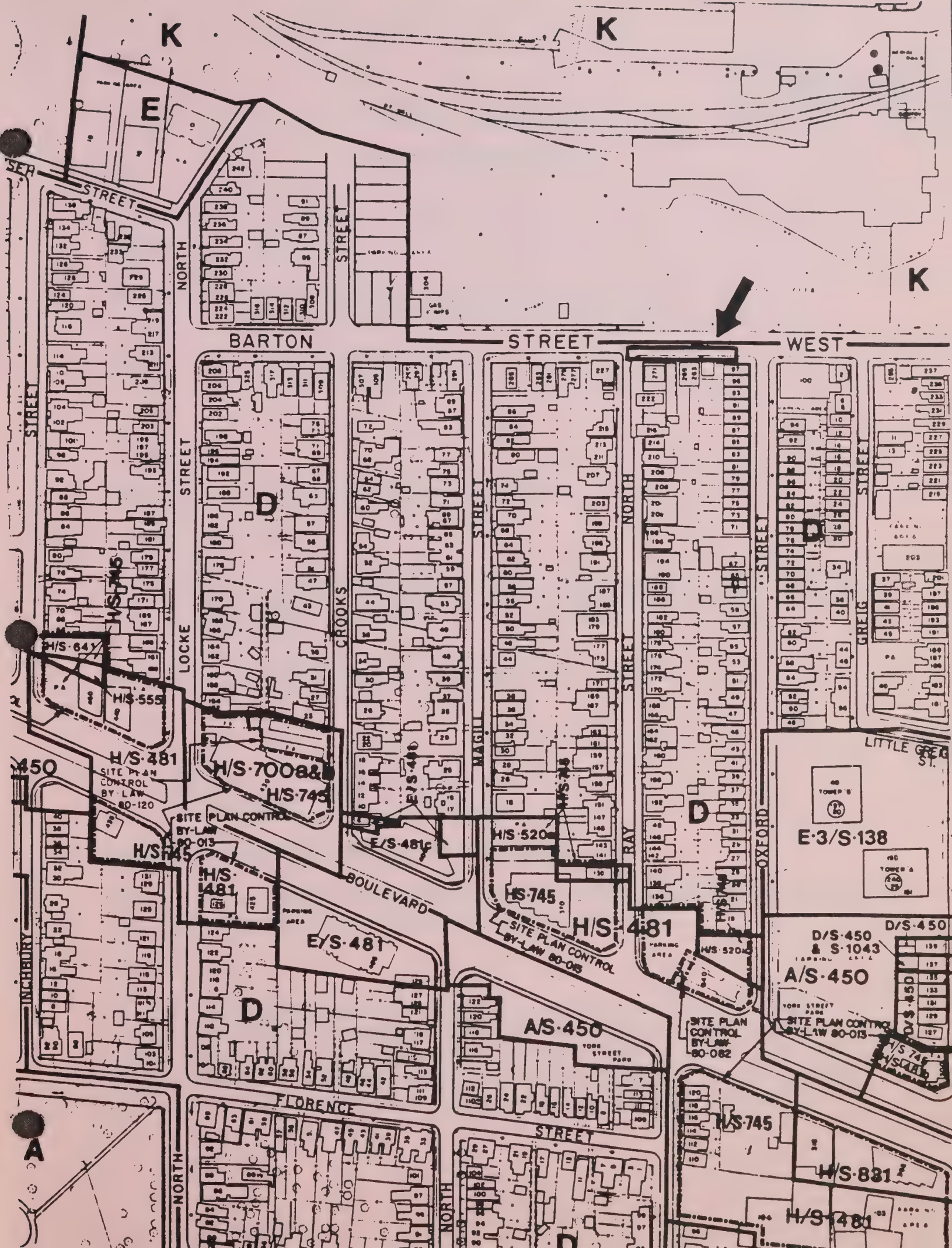
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a petition signed by representatives of all four of the one, two and three family dwellings abutting Barton between Ray and Oxford, requesting that a "One Hour parking Time Limit, 24 hours a day, seven days a week" regulation be implemented on the south side of the street in this block. All four of the abutting residents are in favour of the requested regulation.

Barton has a 41 foot pavement width, and presently, parking is prohibited on the north side and there is unrestricted free parking on the south side of the street except for a 55 foot "No Stopping" regulation immediately west of Oxford. The resident who circulated the petition has expressed concern regarding long-term non-resident parking by area employees. The implementation of the requested regulation would reduce long-term non-resident parking in this block and area residents would be entitled to purchase permits at a cost of $24.00 (plus G.S.T.) per permit each year to exempt their vehicle from the signed time limit. Therefore, since all of the abutting residents are in favour of the requested regulation, the Traffic Department concurs with this request.


K
K
K
E
STREET
NORTH
STREET
BARTON
STREET
WEST
STREET
D
LOCKE
STREET
CROOKS
MAGILL
STREET
NORTH
RAY
STREET
OXFORD
STREET
GREIG
STREET
H/S-745
H/S-641
H/S-555
H/S-481
SITE PLAN CONTROL BY-LAW 80-120
H/S-700a&
H/S-745
SITE PLAN CONTROL BY-LAW 80-013
H/S-745
E/S-481c
H/S-520
H/S-745
H/S-481
BOULEVARD
E/S-481
SITE PLAN CONTROL BY-LAW 80-013
H/S-481
H/S-520a
SITE PLAN CONTROL BY-LAW 80-082
INCHBURY
D
A/S-450
YORK STREET PARK
E-3/S-138
D/S-450
D/S-450 & S-1043
A/S-450
SITE PLAN CONTROL BY-LAW 80-013
H/S-745
H/S-831
H/S-481
FLORENCE
STREET
NORTH
A

2(B)(ii)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 August 05

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Whitfield Avenue - Parking Regulations (TEC-155-92)

RECOMMENDATION:

a) That a "No Stopping" regulation be implemented on the north side of Whitfield Avenue commencing at Gage Avenue North and extends to a point 72 feet westerly therefrom; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

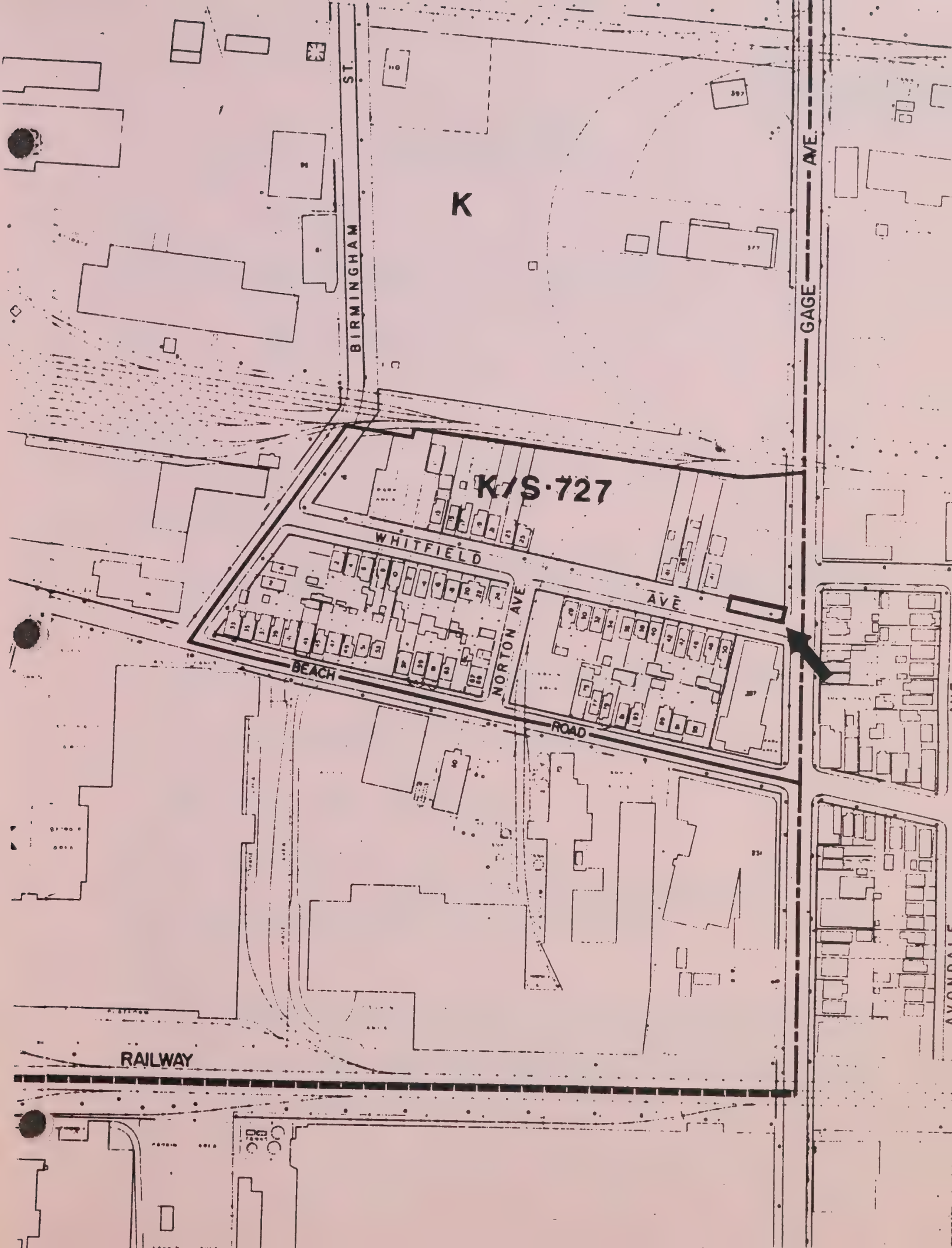
Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a letter from Ms. Patricia Crane of the Family Life Program, Family Services, 337 Gage Avenue North expressing concern regarding parked and stopped vehicles on the north side of Whitfield opposite the front doors of her school. These vehicles create congestion and turning movement difficulties while vans are stopped in front of the Family Life Program loading and unloading disabled persons. She has

requested that a "No Stopping" regulation be implemented on the north side of Whitfield, opposite the school.

Whitfield has a 25 foot pavement width, and presently, there is a "No Parking" regulation on the south side and unrestricted free parking on the north side of the street in this block. A full time "No Stopping" regulation on the north side of the street movements at the intersection of Gage and Whitefield when loading and unloading of disabled person is occurring on the south side of the street in this area. The implementation of the requested regulation would eliminate two legal on-street parking spaces. However, there is a parking lot on the north side of the street which would abut the requested "No Stopping" regulation and since parking would be permitted on the north side of the street for the remainder of the block, the Traffic Department does not anticipate any parking difficulties for area residents and concurs with the request.


K
BIRMINGHAM ST.
GAGE AVE.
K/S-727
WHITFIELD AVE
NORTON AVE
BEACH ROAD
RAILWAY

2(BXiiXc)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 July 30

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Biggar Avenue - Parking Regulations. **(TEC-147-92)**

RECOMMENDATION:

a) That a "Three Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday regulation be implemented on the north side of Biggar Avenue commencing at a point 457 feet east of Sherman Avenue and extending to a point 293 feet west of Lottridge Street; and

b) That a "No Parking" regulation be implemented on the south side of Biggar Avenue commencing at Sherman Avenue and extending to Lottridge Street; and

c) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

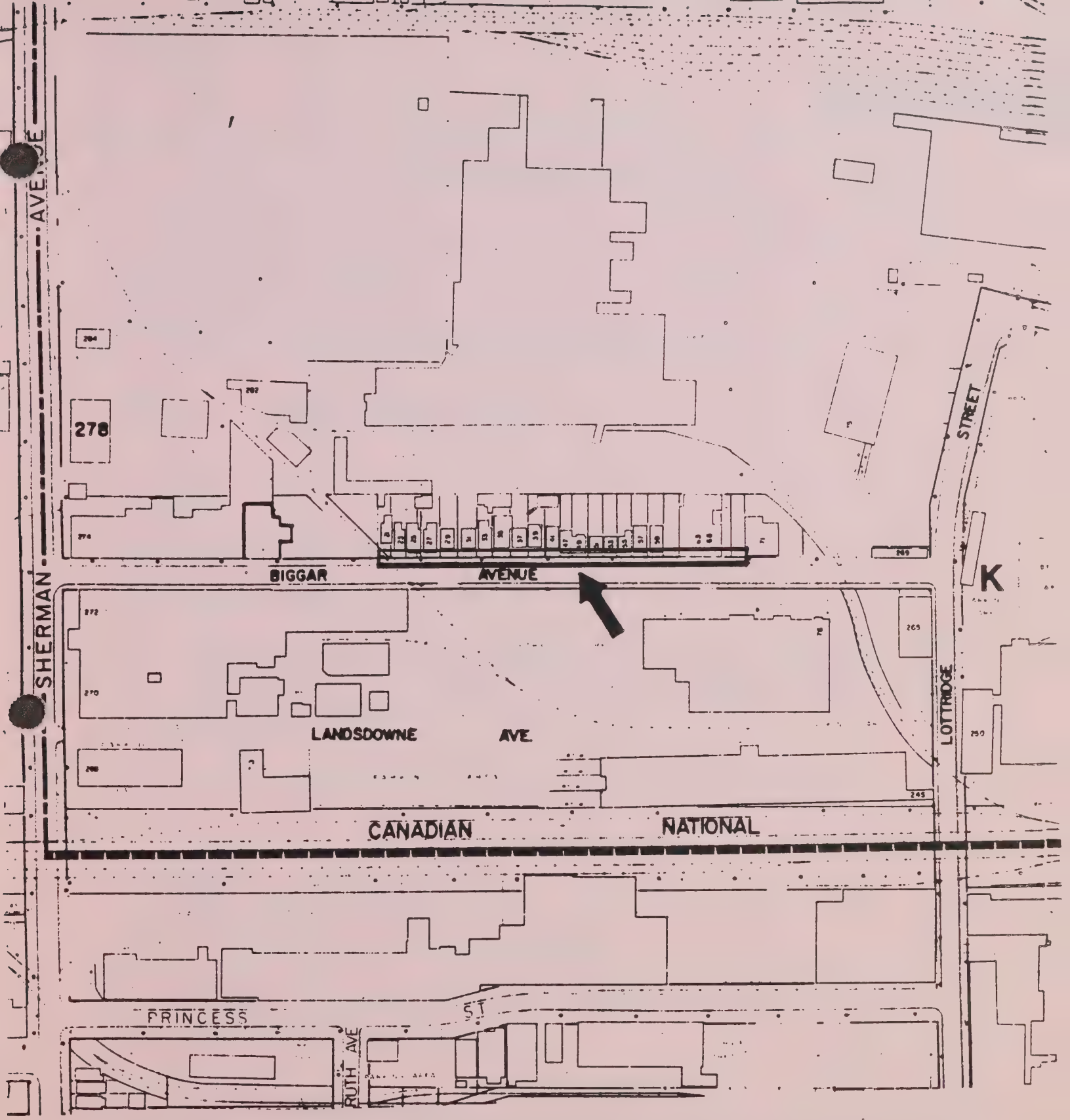
Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a petition signed by representatives of 16 of the 18 one, two and three family dwellings abutting Biggar between Sherman and Lottridge, requesting that the existing "Three Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the south side of the street be switched to the north side. Eleven residents are in favour and five are opposed to the requested changes to the existing parking regulations.

Biggar has a 30 foot pavement width, and presently, parking is prohibited on both sides of the street except for a 328 foot "Three Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the south side of the street in the middle of the block.

The residents have expressed concern regarding a lack of on-street parking in this area. An investigation has revealed that an addition 12 on-street parking spaces could be provided by switching the time limit regulation to the north side of the street. Therefore, since 61 percent of the abutting residents are in favour of the requested regulation, the Traffic Department concurs with the request.


AVENUE
278
STREET
BIGGAR
AVENUE
K
SHERMAN
LANDSDOWNE
AVE.
LOTTRIDGE
CANADIAN
NATIONAL
PRINCESS
ST.
RUTH AVE

2(B)(i)(d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 August 6

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Britannia Avenue - Parking Regulations. **(TEC-149-92)**

RECOMMENDATION:

a) That the existing "No Parking" regulation on the south side of Britannia Avenue between Ottawa Street North and London Street North be shortened such that the regulation commences at Ottawa Street North and extends to a point 235 feet easterly therefrom; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

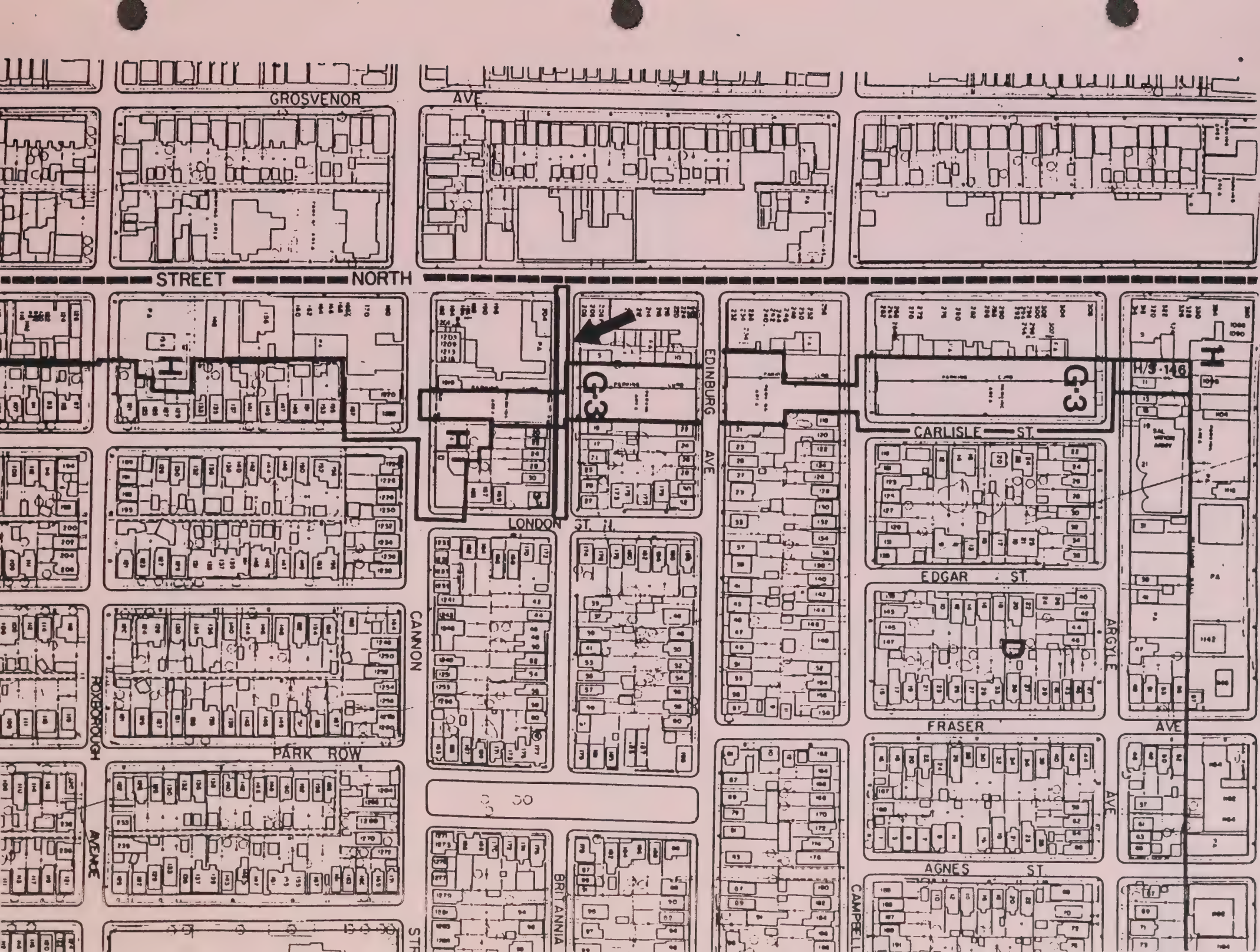
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of removing the subject signs.

BACKGROUND:

The Traffic Department has received a petition signed by representatives of 10 of the 13 one, two and three family dwellings abutting Britannia Ave. between Ottawa St. and London St., requesting that the existing "No Parking" regulation be removed from the south side of the street in this block. Seven residents are in favour and three are opposed to the requested changes.

Britannia Ave. has a 24 foot pavement width, and presently, parking is prohibited on both sides of the street in this block. The existing parking prohibitions were implemented many years ago to provide easy access between Ottawa St. and the Parking Authority lots at the rear of the commercial businesses on Ottawa St. The resident who circulated the petition has expressed concern regarding a lack of on-street parking. Therefore, since 54 percent of the abutting residents are in favour of removing the existing "No Parking" regulation, the Traffic Department concurs with this request but recommends that a parking prohibition be maintained on the south side of the street west of the parking lot to encourage motorists to enter and exit the parking lots via Ottawa St. rather than travelling down Britannia Ave. east of the parking lots and in front of residential properties.


GROSVENOR
AVE
STREET
NORTH
G-3
EDINBURG
AVE
LONDON
ST.
CARLISLE
ST.
EDGAR
ST.
FRASER
AVE
AGNES
ST.
CAMPBELL
AVE
H/S-146
CANNON
ROXBOROUGH
PARK ROW
AVENUE
BRITANNIA
ARGYLE

2(B)(ii)(e)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 August 5

REPORT TO: Kevin Christenson
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

William Street between Barton Street East and Birge Street - Parking Regulations. [TEC-154-92]

RECOMMENDATION:

a) That the existing "One Hour Parking Time Limit, 24 hours a day, 7 days a week" regulation on William Street between Barton Street East and Birge Street be removed; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

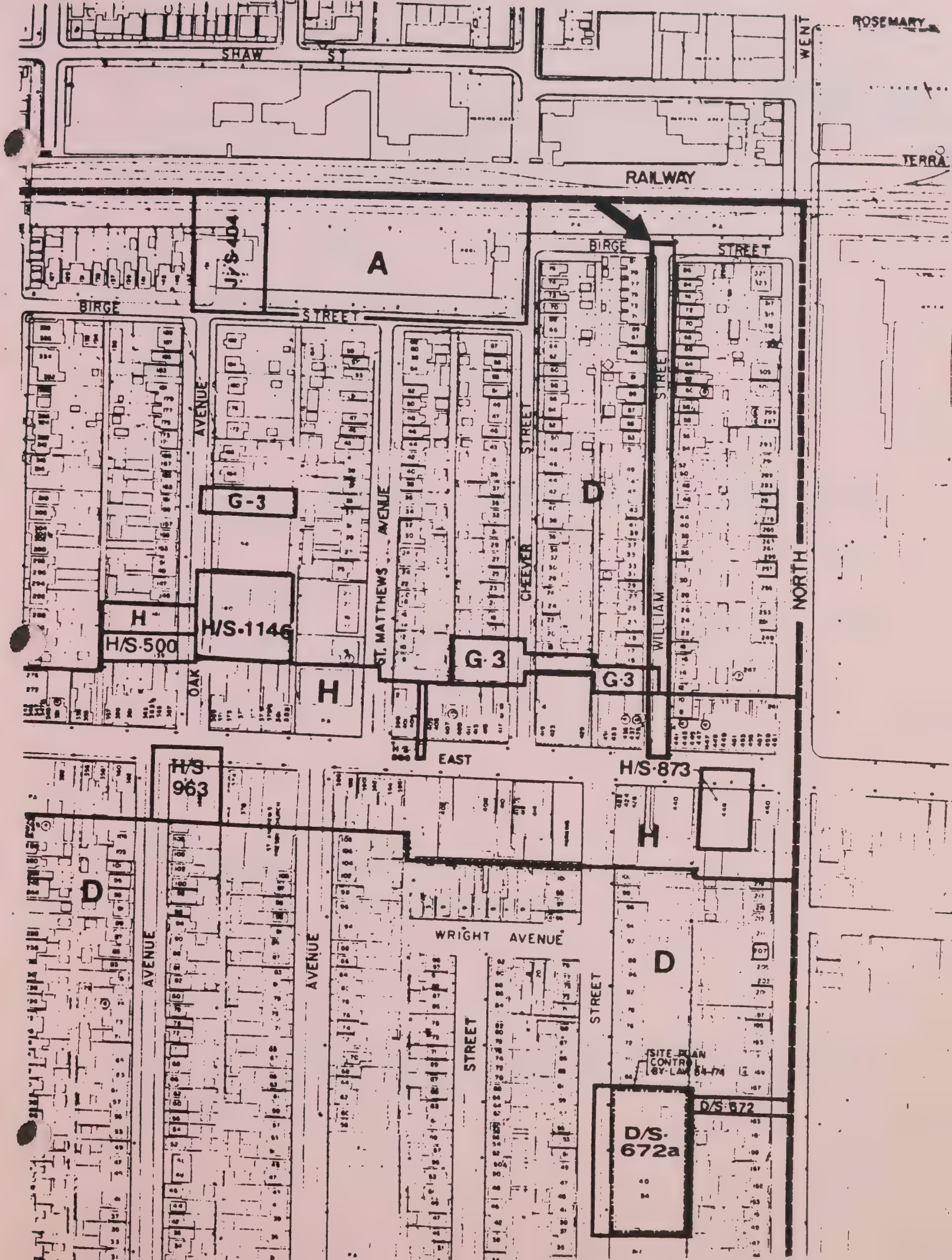
Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a petition signed by representatives of 44 of the 66 one, two and three family dwellings abutting William between Barton and Birge, requesting that the existing "One Hour Parking Time Limit, 24 hours a day, seven days a week" regulation be removed from both sides of the street in this block. Thirty-nine residents are in favour and five are opposed to the requested changes to the existing regulations.

William has a 24 foot pavement width, and presently, there is an "Alternate Side Parking" regulation in conjunction with a "One Hour Parking Time Limit, 24 hours a day, seven days a week" regulation on the street in this block.

City Council approved a request on 1991 June 25, to implement a "One Hour Parking Time Limit, 24 hours a day, seven days a week" regulation on William between Barton and Birge. However, residents have since requested that this regulation be removed as long-term parking by area residents appears to no longer be a concern. Therefore, since 59 percent of the abutting residents are in favour of removing the time limit regulation, the Traffic Department concurs with this request.


SHAW ST
RAILWAY
ROSEMARY
TERRA
WENT
BIRGE STREET
BIRGE STREET
A
J/S-404
AVENUE
G-3
H
H/S-500
H/S-1146
OAK
H
ST. MATTHEWS AVENUE
CHEEVER STREET
G-3
D
WILLIAM STREET
G-3
NORTH
EAST
H/S-873
H/S 963
H
D
AVENUE
AVENUE
WRIGHT AVENUE
STREET
D
STREET
SITE PLAN CONTROL BY-LAW 84-174
D/S-672
D/S-672a

2(B)(ii)(5

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 27 July 1992

REPORT TO: Kevin Christenson
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Rice Avenue between Mohawk Road West and Sanatorium Road - Overnight Parking Prohibition [TEC-145-92]

RECOMMENDATION:

(a) That Rice Avenue between Mohawk Road West and Sanatorium Road be deleted from the through street system; and

(b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

A resident of Rice Avenue recently wrote to His Worship Mayor Robert M. Morrow and Aldermen Don Ross and Frank D'Amico, respecting the need for residents in the townhouse development at the intersection of Mohawk and Rice to be able to park overnight on Rice Avenue.

The Traffic Department has reviewed the need to designate Rice Avenue as a "through street", upon which overnight parking is prohibited by the Traffic By-law. It appears that the only reason that this designation is in effect is that this is the principle access to the Chedoke Hospital, and it was considered important to have unencumbered access to the hospital during periods of snow storms.

After reviewing this matter with the Public Works Department, it is concluded that the "through street" designation may not be necessary, since the width of the road is adequate to minimize any snow removal problems. Therefore, it is recommended that the "through street" designation be rescinded.

25	26	28
103	134	133

CITY OF

2(8)XII(9

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 July 21

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

No. 33 Erie Avenue - Request for a Reserved "Permit Parking" Space for a Disabled Resident. **(TEC-141-92)**

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the east side of Erie Avenue commencing at a point 337 feet south of Main Street East and extending to a point 20 feet southerly therefrom; and

b) That the Director of Traffic Services be authorized to issue one parking permit to Mrs. Bachman, No. 33 Erie Avenue; and

c) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

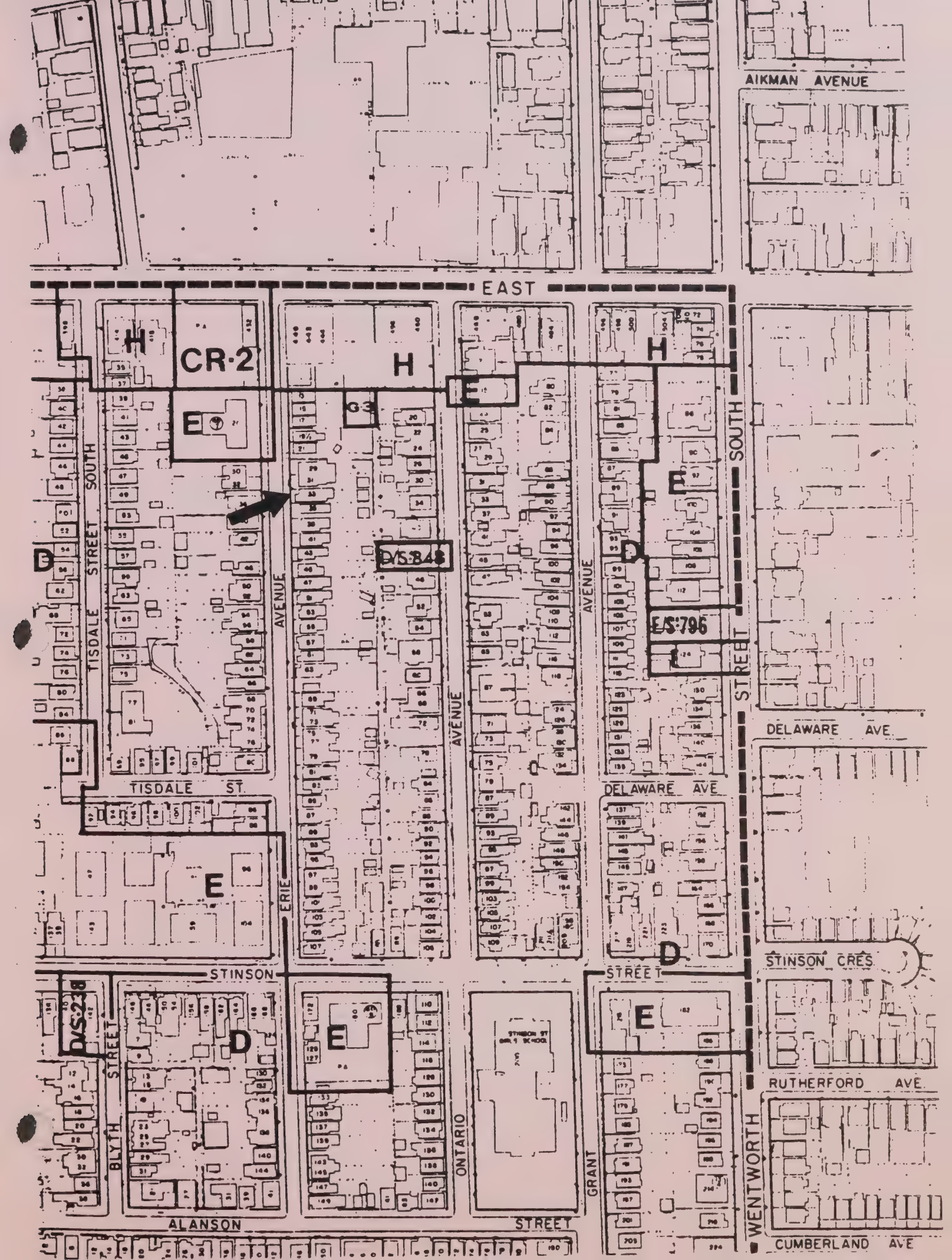
Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $12.00 annual charge for the parking permit will off-set the cost to some degree.

BACKGROUND:

The Traffic Department has received a request from Mrs. Bachman, No. 33 Erie Avenue, that a reserved "Permit Parking" space be designated on the east side of Erie in front of her home since she is disabled.

Erie has a 24 foot pavement width, and presently, there is an "Alternate Side Parking" regulation on the street in this area. Therefore, normal practice is to designate a reserved "Permit Parking" space on both sides of the street. However, Mr. Bachman has advised that she requires a space only when parking is permitted on her side of the street under the existing "Alternate Side Parking" regulation.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. The Traffic Department has confirmed that Mrs. Bachman possesses the valid permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, the Traffic Department concurs with the request.


AIKMAN AVENUE
EAST
CR-2
H
E
D
TISDALE STREET SOUTH
TISDALE ST.
ERIE AVENUE
AVENUE
DVS:843
DVS:796
SOUTH STREET
DELAWARE AVE.
DELAWARE AVE
STINSON CRES.
STINSON STREET
DVS:238
BLYTH STREET
ONTARIO
GRANT
WENTWORTH
RUTHERFORD AVE.
ALANSON STREET
CUMBERLAND AVE

2(8)(i)(h)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 July 28

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

No. 26 Greig Street - Request to Rescind a Reserved "Permit Parking" Regulation By-law Entry. **(TEC-146-92)**

RECOMMENDATION:

That the existing by-law entry allowing for the implementation of a reserved "Permit Parking" regulation on the west side of Greig Street commencing at a point 276 feet south of Barton Street and extending to a point 22 feet southerly therefrom be rescinded.

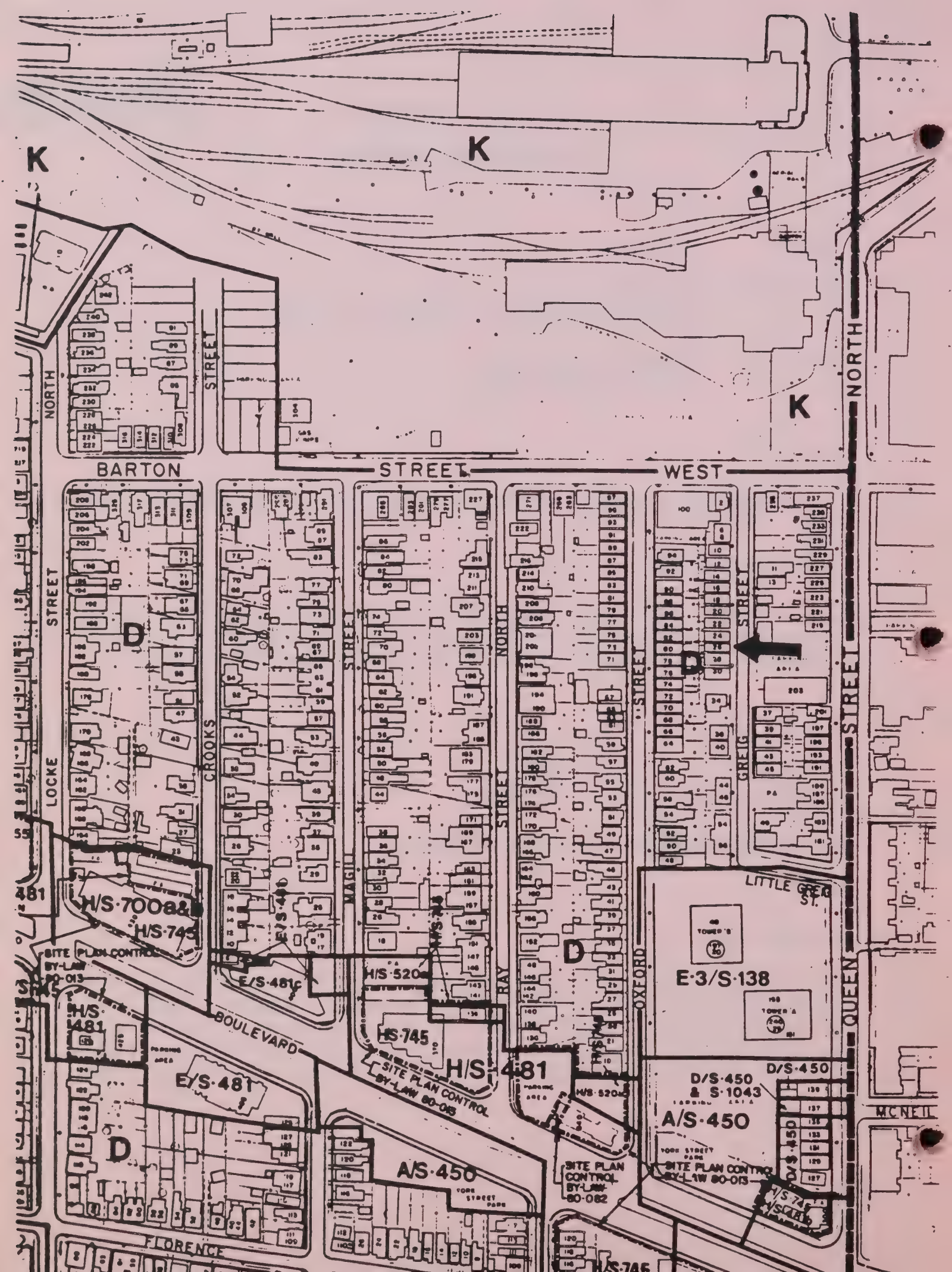
Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

On 1992 June 30, City Council approved a request from Mrs. William Hertel, 26 Greig Street, to implement a reserved "Permit Parking" space on the west side of Greig in front of her home since she is disabled. However, Mrs. Hertel has recently advised that she will be moving on 1992 September 01, and requested that the signs not be erected in front of her home. The Traffic Department has reviewed this matter and concurs with this request.


K
K
K
NORTH
STREET
BARTON
STREET
WEST
QUEEN
STREET
NORTH
LOCKE
STREET
CROOKS
STREET
MAGILL
STREET
RAY
STREET
OXFORD
STREET
GREIG
STREET
LITTLE GREIG ST.
D
D
D
D
H/S-700 &
H/S-745
SITE PLAN CONTROL BY-LAW 80-013
E/S-481
E/S-481
E/S-481
H/S-520
H/S-745
H/S 481
SITE PLAN CONTROL BY-LAW 80-013
H/S-520
E-3/S-138
D/S-450
D/S-450
& S-1043
A/S-450
SITE PLAN CONTROL BY-LAW 80-013
SITE PLAN CONTROL BY-LAW 80-082
A/S-450
H/S-745
BOULEVARD
FLORENCE
MCNEIL

2(b)(i)(i)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 August 4

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

No. 192 Weir Street North - Request for a Reserved "Permit Parking" Space for a Disabled Resident. **(TEC-151-92)**

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the east side of Weir Street North commencing at a point 57 feet south of Britannia Avenue and extending to a point 25 feet southerly therefrom; and

b) That the Director of Traffic Services be authorized to issue one parking permit to Mr. Perks, No. 192 Weir Street North; and

c) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

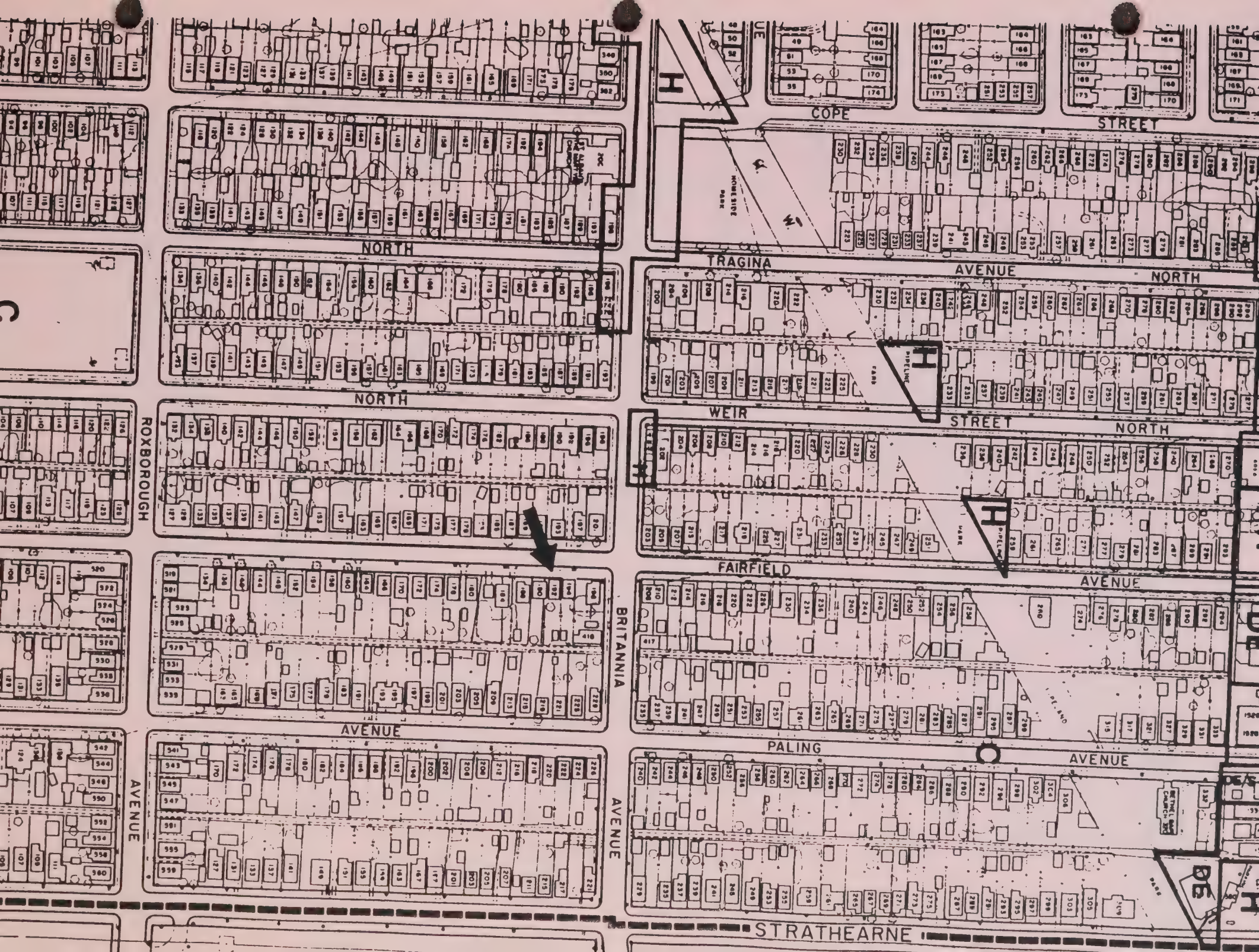
Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $12.00 annual charge for the parking permit will off-set the cost to some degree.

BACKGROUND:

Alderman Dave Wilson has advised of a request from Mr. Perks, No. 192 Weir Street North, that a reserved "Permit Parking" space be designated on the east side of Weir in front of his home since he is disabled.

Weir has a 24 foot pavement width, and presently, there is a "No Parking" regulation on the west side and unrestricted free parking on the east side of the street in this area.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. The Traffic Department has confirmed that Mr. Perks possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, the Traffic Department concurs with the request.


COPE
STREET
TRAGINA
AVENUE
NORTH
NORTH
NORTH
WEIR
STREET
NORTH
ROXBOROUGH
FAIRFIELD
AVENUE
BRITANNIA
AVENUE
PALING
AVENUE
AVENUE
STRATHEARNE

2(B)(iii)(3

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 August 10

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Arrowsmith Road - Parking Regulations. **(TEC-123-92)**

RECOMMENDATION:

a) That a "No Stopping" regulation be implemented on the south side of Arrowsmith Road commencing at a point 272 feet west of Centennial Parkway and extending to a point 111 feet westerly therefrom; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

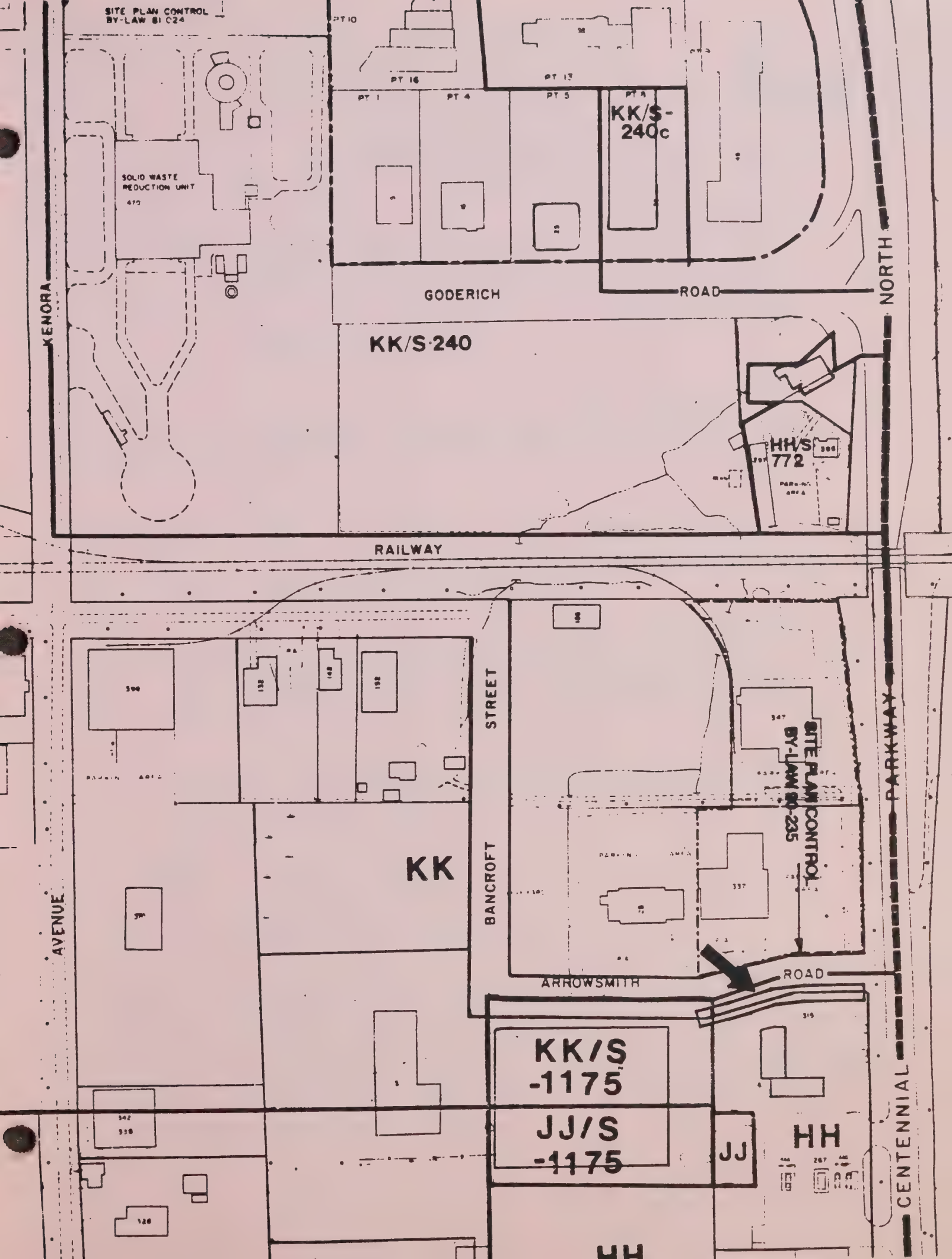
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a letter from Mr. David MacLean of Tod Vehicles Limited, 25 Arrowsmith Road, expressing concern regarding parked trucks on the south side of Arrowsmith Road opposite the driveway to his business.

These trucks are parked for short periods of time while the drivers stop for coffee at the new Tim Hortons, such that delivery trucks are experiencing difficulty entering and exiting Tod Vehicles Limited. Therefore, the Traffic Department recommends that the existing "No Parking" regulation on the south side of Arrowsmith Road commencing at a point 272 feet west of Centennial Parkway and extending to a point 111 feet westerly therefrom be replaced with a "No Stopping" regulation.


SITE PLAN CONTROL BY-LAW 81-024
SOLID WASTE REDUCTION UNIT
KK/S-240c
KK/S-240
HH/S 772
GODERICH
ROAD
NORTH
KENORA
RAILWAY
KK
BANCROFT
STREET
SITE PLAN CONTROL BY-LAW 80-235
ARROWSMITH
ROAD
PARKWAY
CENTENNIAL
AVENUE
KK/S -1175
JJ/S -1175
JJ
HH

2(b)(iii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 August 5

REPORT TO: Kevin Christenson
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Neighbourhood Watch Program for the McQueston West, Delta East and Crown Point West Neighbourhoods. [TEC-153-92]

RECOMMENDATION:

a) That the McQueston West, Delta East and Crown Point West Neighbourhoods be designated as Neighbourhood Watch Areas; and

b) That Neighbourhood Watch Signs for the McQueston West, Delta East and Crown Point West Neighbourhoods be erected and maintained by the City of Hamilton Traffic Department, as long as these neighbourhoods maintain an active Neighbourhood Watch Program as determined by the Regional Police Department; and

c) That $2,691.19 of the necessary funds be charged to Account No. CH-55301-75030 (Neighbourhood Watch Program), and the balance of $1,321.31 be charged to Account No. CH-56103-75420.

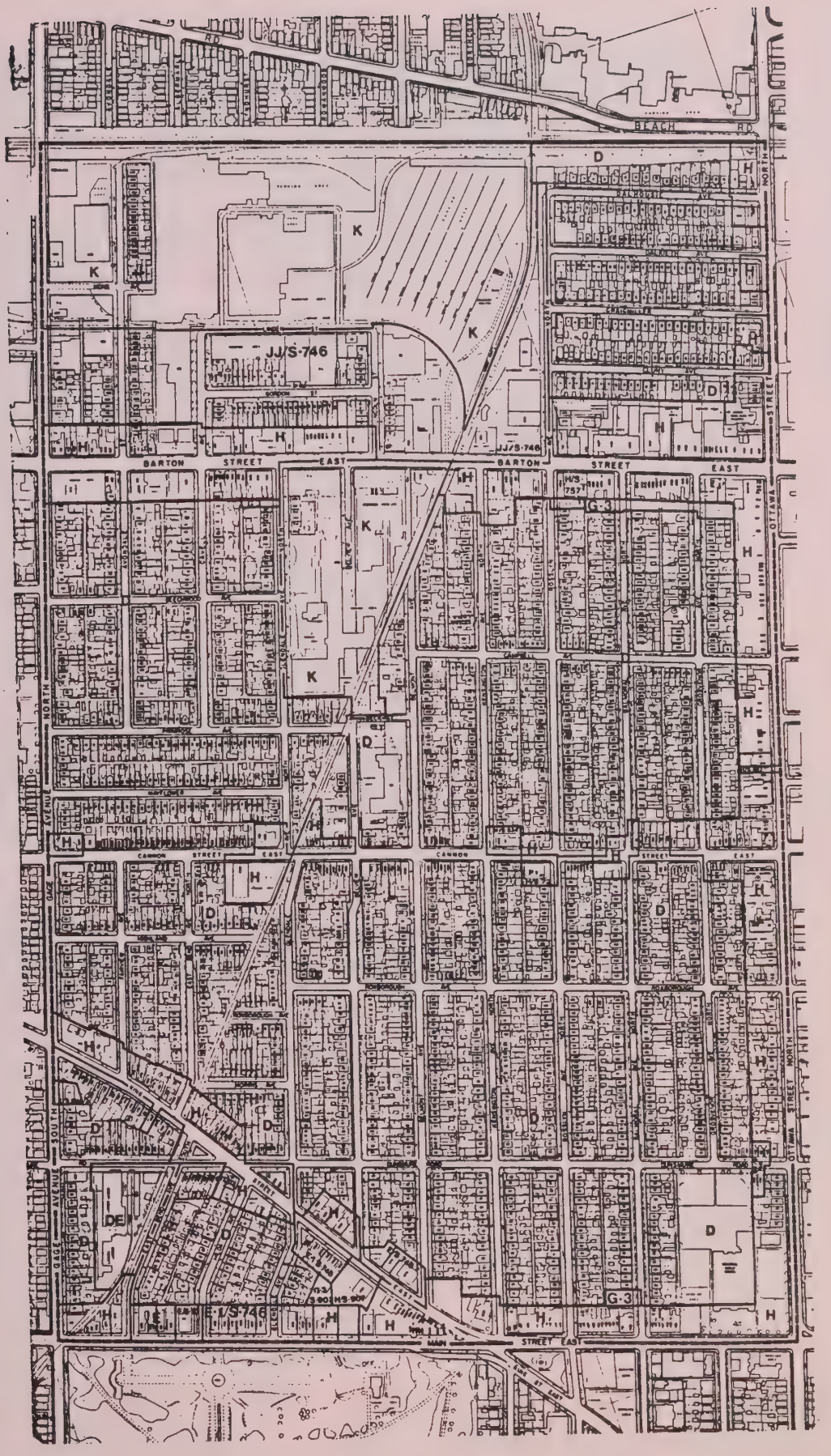
Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The estimated cost for signs in the McQueston West Neighbourhood is $1,123.50, Delta East Neighbourhood is $1,284.00 and Crown Point West Neighbourhood is $1,605.00, (Total = $4,012.50). The current balance in the Neighbourhood Watch Account is $2,691.19. Therefore, there would be no funds left in this account for the remainder of the fiscal year. However, there are sufficient funds available in the Traffic Department's New Signs Account to supplement the Neighbourhood Watch Account. The amount required to supplement the Neighbourhood Watch Account is $1,321.31.

BACKGROUND:

The Regional Police Department has confirmed that the McQueston West, Delta East and Crown Point West Neighbourhoods have an active Neighbourhood Watch Program, and has requested that these neighbourhoods be signed accordingly. Sufficient funds are not available in the Neighbourhood Watch Account for the erection of the necessary signs in these neighbourhoods. However, funds are available in the Traffic Department's New Signs Account to cover the cost of signing the above-mentioned neighbourhoods. Therefore, the Traffic Department concurs with this request.



71	72	73
126	35	34
12	37	36

This is not a Legal Document
For Zoning Verification Please
Contact City Building Department.

CITY OF HAMILTON

CROWN POINT WEST

ZONING

Neighbourhood Boundary

Zoning Boundary

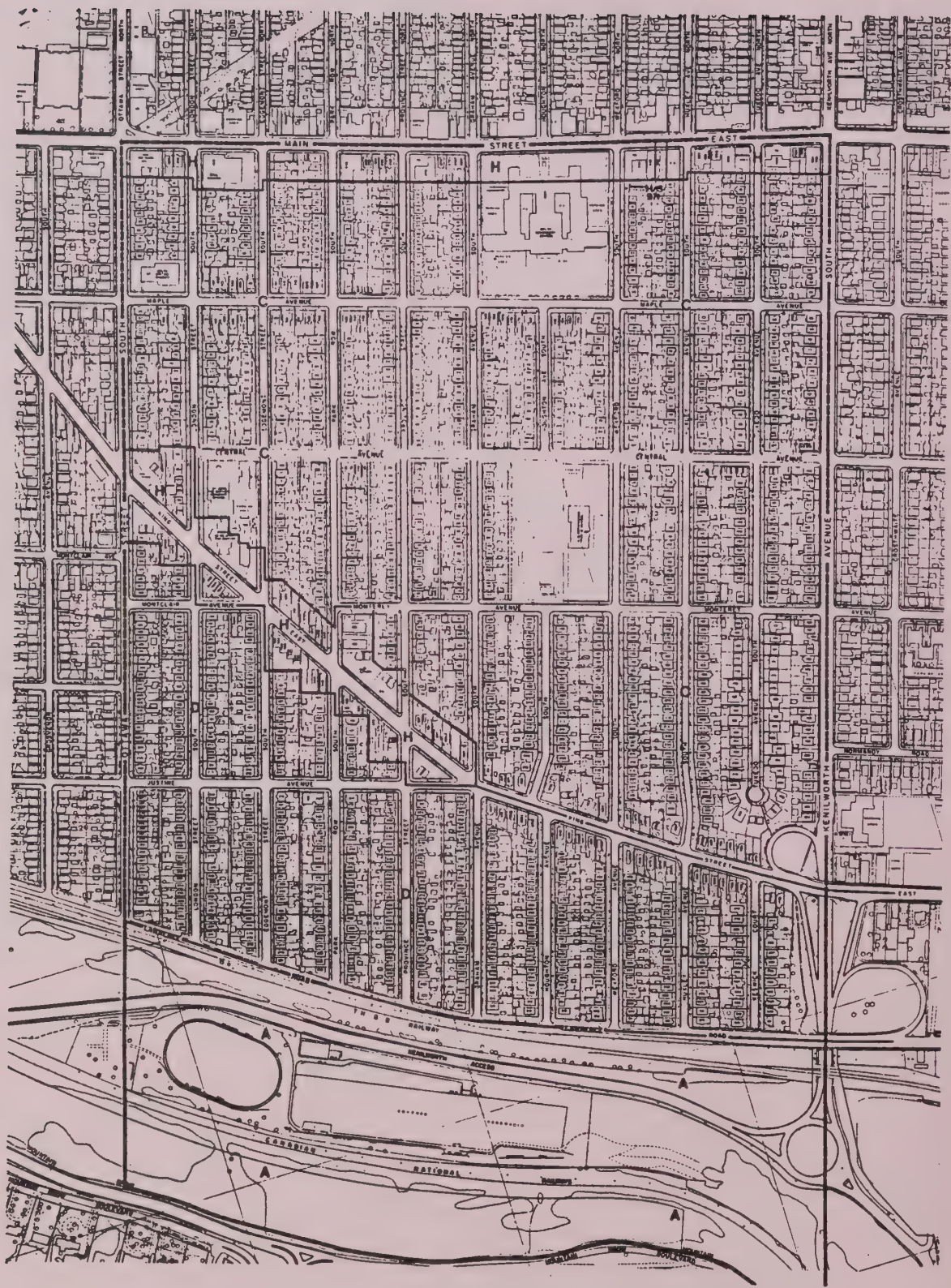
SCALE 0 50m 100m

Prepared for The City of Hamilton
by the Planning and Development Department
of The Regional Municipality of Hamilton-Wentworth

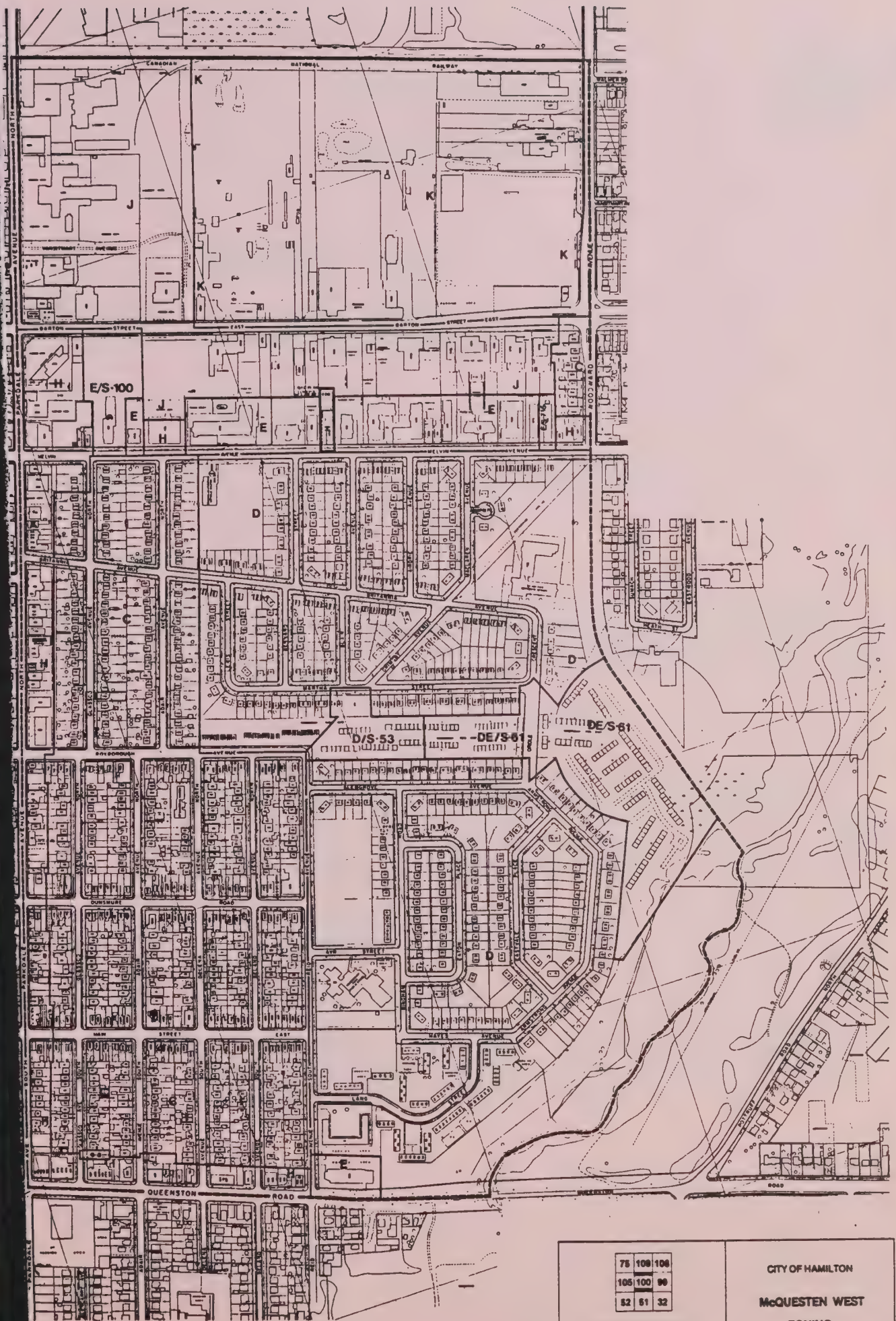
Planning Unit No. 6605

JUNE 1988

Page No. 35



35 34 66 37 36 9 122 122 117 This is not a Legal Document For Zoning Verification Please Contact City Building Department.	CITY OF HAMILTON DELTA EAST ZONING
Neighbourhood Boundary Zoning Boundary.	SCALE 0 50m NORTH
Prepared by The City of Hamilton by the Planning and Development Department	PLANNING MAP NO. 6502 JUNE 1998 SHEET NO. 36



75	108	106
105	100	90
52	51	32

This is not a Legal Document
For Zoning Verification Please
Contact City Building Department.

Neighbourhood Boundary
Zoning Boundary.

Prepared for The City of Hamilton
by the Planning and Development Department
of The Regional Municipality of Hamilton-Wentworth

CITY OF HAMILTON

McQUESTEN WEST
ZONING

SCALE 0 50m 100m

NORTH

PLANNING UNIT NO. 6507

JUNE 1986

PAGE NO. 100

2(c)(i)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 August 7
T103-23(4) M. Preston

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: Trenholme Neighbourhood Park Association
Street Party

RECOMMENDATION:

That the application of J. Darby, agent for the Trenholme Neighbourhood Park Association (35 Trenholme Crescent, Hamilton) to temporarily close Morningstar Court on Saturday August 29, 1992 from 4:00 pm to 10:00 pm, to hold a Street Dance and barbecue, be approved, subject to the following conditions:

i) That approval from Regional Police Services be received;

ii) That the standard liability provision that the applicant provide proof of $2,000,000 public liability insurance, naming the City of Hamilton and holding the City of Hamilton harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss be waived and the City of Hamilton provide this standard insurance requirement;

iii) That all barricading, detour signing and traffic control be subject to the direction of Regional Police Services;

iv) That all barricading be supplied by and at the expense of the applicant;

v) That temporary road closure signs be installed in advance by the City of Hamilton Traffic Department, on the affected roadways, if deemed necessary by the Director of Traffic Services;

Cont'd .....

Trenholme Neighbourhood Street Dance

Cont'd .....

vi) That the applicant ensure that clean-up operations be carried out immediately before the re-opening of the roads, to the satisfaction of the City and at the expense of the event organizer;

vii) That no property owner or resident within the barricaded area be denied access to their property upon request;

viii) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services.

for E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

An application has been received from J. Darby, agent for the Trenholme Neighbourhood Park Association, to hold a street dance and barbecue on Morningstar Court on Saturday August 29, 1992 from 4:00 pm to 10:00 pm.

All affected home owners have signed a petition in favour of this event and the standard insurance requirement will be covered by the City of Hamilton Culture and Recreation Department.

As there have been no objections voiced by municipal departments, and as Regional Police Services are satisfied that the organizers will adhere to their guidelines, this Department is in favour of the event.

MJP:

cc: Staff Sgt. M. Heddle, Regional Police Department
cc: D. Lobo, Director of Public Works
cc: M.F. Main, Director of Traffic Services
cc: P. Noe-Johnson, Law Department

2(c)(ii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 August 7
T103 23 (3) M. Preston

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: Reach Forth Ministries
Soap Box Derby and Community Party

RECOMMENDATION:

That the action of the Commissioner of Transportation/Environmental Services be confirmed in authorizing the application of J. DeVries, agent for the Reach Forth Ministries (1350 Garth Street, Unit 76, Hamilton Ontario L9C 5V3) to temporarily close Hughson Street North between Simcoe and Macauley on Saturday August 22, 1992 from 12:00 noon to 8:00 pm in order to hold a soap box derby, subject to the following conditions;

i) That approval from the Regional Police Services be received;

ii) That the applicant provide proof of $2,000,000 public liability insurance, naming City of Hamilton, and holding the City of Hamilton harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss;

iii) That all barricading, detour signing and traffic control be subject to the direction of the Regional Police Services;

iv) That all barricading be supplied by and at the expense of the applicant;

v) That temporary road closure signs be installed in advance by the City of Hamilton Traffic Department, on the affected roadways, if deemed necessary by the Director of Traffic Services and at the expense of the applicant;

Cont'd...

Reach Forth Ministries

Cont'd...

vi) That the applicant ensure that clean-up operations be carried out immediately before the re-opening of the roads, to the satisfaction of the City and at the expense of the event organizer;

vii) That no property owner or resident within the barricaded area be denied access to their property upon request;

viii) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services.

for E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Regional Police Services incurred costs of $608.00. This amount was drawn from the Regional account no. 57713-211300 for special events in the Region.

BACKGROUND

J. DeVries, agent for Reach Forth Ministries, requested the temporary closure of Hughson Street North, between Simcoe and Macauley on Saturday August 22, 1992 from 12:00 noon to 8:00 pm to hold a soap box derby and community party.

Regional Police Services required 2 officers for a total cost of $608.00. No other municipal departments incurred costs as a result of this event.

As Regional Police Services could provide appropriate detour routes, this Department was in favour of the event.

MJP:

cc: Staff Sgt. M. Heddle, Regional Police Department
cc: D. Lobo, Director of Public Works
cc: M.F. Main, Director of Traffic Services

2(c)(iii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 August 5
T103.70 M. Preston

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: Temporary Road Closure for Commercial Filming
Glenfern Avenue between Fairmont Avenue and Kent Street

RECOMMENDATION:

That the action of the Commissioner of Transportation/Environmental Services be confirmed in authorizing the request of T. Miller, agent for Partner's Film Company (508 Church Street, Toronto), to close Glenfern Avenue between Fairmount and Kent on Wednesday July 29, 1992, from 9:00 am to 8:00 pm, in order to film a television commercial, subject to the following conditions:

i) That approval from Regional Police Services be received for a complete closure;

ii) That the applicant provide proof of $2,000,000 public liability insurance, naming the City of Hamilton and holding the City of Hamilton harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss;

iii) That all barricading, detour signing and traffic control be subject to the direction of Regional Police Services;

iv) That all barricading be supplied by and at the expense of the applicant;

v) That temporary road closure signs be installed in advance by the City of Hamilton Traffic Department, on the affected roadways, if deemed necessary by the Director of Traffic Services;

vi) That the applicant ensure that clean-up operations be carried out immediately before the re-opening of the roads, to the satisfaction of the City and at the expense of the event organizer;

Cont'd...

Temporary Closure of Glenfern Avenue

Cont'd...

vii) That no property owner or resident within the barricaded area be denied access to their property upon request;

viii) That all property owners and tenants along the closed portion of the route be notified of the closure by the applicant prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services.

for E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

A request was received from T. Miller, agent for Partners Film Company, to temporarily close Glenfern Avenue between Fairmount and Kent on Wednesday July 29, 1992 from 9:00 am to 8:00 pm, to film a Honda television commercial.

The City of Hamilton Traffic Department supported this closure with the condition that all personal vehicles belonging to those persons involved with the filming, parked on nearby streets, adhere to existing parking regulations.

Regional Police Services determined that an officer would be required at each end of the closure area. The applicant was responsible for payment for this service.

As City of Hamilton Traffic Department notified all municpal departments afffected and no objections were received, and as Police Services attended to ensure the safety of the participants and public, this Department was in favour of the closure.

MJP:

cc: M. Main, Director, City of Hamilton Traffic Department
cc: Staff Sgt. Heddle, Regional Police, Traffic Division
cc: D. Lobo, Director, City of Hamilton Public Works Department

2(c)(iv)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 August 7
T103-23 (6) J. K. Clairmont

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P.Eng.
Senior Director
Roads Department

SUBJECT: Temporary Closure of King Street West and Sterling Street
McMaster Pyjama Parade

RECOMMENDATION:

That the application of M. Rodenburgh, agent for McMaster University Orientation Week (33 Kingsmount Street North, Hamilton), to temporarily close King Street West between Cline Avenue and Forsythe Avenue and Sterling Street from Forsythe Avenue to Cline Avenue, from 6:00 p.m. to 7:30 p.m. on Wednesday September 9, 1992 be approved, subject to the following conditions:

i) That approval from the Regional Police Services be received;

ii) That the applicant provide proof of $2,000,000 public liability insurance, naming the City of Hamilton and holding the City of Hamilton harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss;

iii) That all barricading, detour signing and traffic control be subject to the direction of the Regional Police Services;

iv) That all barricading be supplied by and at the expense of the applicant;

v) That temporary road closure signs be installed in advance by the City of Hamilton Traffic Department, on the affected roadways, if deemed necessary by the Director of Traffic Services and at the expense of the applicant;

Cont'd...

2(c)(v)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 August 5
T103 23 M. Preston

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: Temporary Road Closure for Sewer Work
Chesley Street Between Chester and Stonechurch

RECOMMENDATION:

That the action of the Commissioner of Transportation/Environmental Services be confirmed in authorizing the request of J. Mouland, agent for Peter Kiewit and Sons (1315 Finch Avenue West, Downsview M3J 2G6) to close Chesley Street between Chester Street and Stonechurch Road from Monday August 10, 1992 to Friday August 14, 1992, in order to make connections to existing sewer services, subject to the following conditions:

i) That approval from Regional Police Services be received for a complete closure;

ii) That the applicant provide proof of $2,000,000 public liability insurance, naming the City of Hamilton and holding the City of Hamilton harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss;

iii) That all barricading, detour signing and traffic control be subject to the direction of Regional Police Services;

iv) That all barricading be supplied by and at the expense of the applicant;

v) That temporary road closure signs be installed in advance by the City of Hamilton Traffic Department, on the affected roadways, if deemed necessary by the Director of Traffic Services;

Cont'd...

Closure of Chesley Street
Chester Street to Stonechurch Road

Cont'd...

vi) That the applicant ensure that clean-up operations be carried out immediately before the re-opening of the roads, to the satisfaction of the City and at the expense of the event organizer;

vii) That no property owner or resident within the barricaded area be denied access to their property upon request;

viii) That all property owners and tenants along the closed portion of the route be notified of the closure by the applicant prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services.

for E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

A request was received from J. Mouland, agent for Peter Kiewit and Sons, to temporarily close Chesley Street between Chester and Stonechurch from Monday August 10, 1992 to Friday August 14, 1992. The closure was required to facilitate excavation in order to make connections from existing sewer services to Harbottle Estates, Phase One, subdivision.

As this type of work could not be completed without a full road closure and as the City of Hamilton Traffic Department notified all municpal departments afffected and no objections were received, this Department was in favour of the closure.

MJP:

cc: M. Main, Director, City of Hamilton Traffic Department
cc: Staff Sgt. Heddle, Regional Police, Traffic Division
cc: D. Lobo, Director, City of Hamilton Public Works Department

2(c)(vi)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 July 24

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P.Eng.
Senior Director
Roads Department

RECEIVED
JUL 28 1992
CITY CLERKS

SUBJECT: Banner Applications:
Hamilton Baha'i Faith
Hamilton Oldtimer's Baseball Organization
Adult Basic Education Association
Telecare Hamilton

RECOMMENDATION:

That the applications of the following agents, to display promotional banners across Main Street West in front of City Hall on the following dates, with the following messages, be approved:

G. Jackson (77 Dromore Crescent, Hamilton), June 28, 1992 to July 5, 1992
1ST COMMEMORATION BAHA'I REVELATION
THE EARTH IS BUT ONE COUNTRY AND MANKIND ITS CITIZENS

S. McLarty (12 Goldwin Street, Hamilton), July 26, 1993 to August 2, 1993
NATIONAL OLDTIMERS BASEBALL CHAMPIONSHIP
MOHAWK SPORTS PARK JULY 30,31 - AUGUST 1,2

L. Robinson (55 York Boulevard, Hamilton), August 16, 1993 to August 23, 1993
CELEBRATE LITERACY
ADULT EDUCATION INFORMATION 527-2222

D. Bowen (1 Bruce Park Drive, Hamilton), September 19, 1994 to September 26, 1994
HAMILTON TELECARE 25 YEARS OF SERVICE
TROUBLED? UNSURE? LONELY? WE'RE ALWAYS THERE BECAUSE WE CARE

Ted Gill
E. M. Gill, P. Eng.

Cont'd...

Banner Applications

Cont'd...

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

Requests have been received from Hamilton Baha'i Faith, National Oldtimers Baseball Organization, Adult Basic Education Association and Telecare Hamilton to erect promotional banners over Main Street West in front of City Hall.

The policy guidelines and conditions as approved by Council on October 29, 1986 and January 13, 1987 will apply to these applications. These applications are being presented to your Committee because the organizations have never erected a banner before and Council direction is that new applicants be reviewed by Council the first time through the process.

MJP:

cc: H. Reinhold, Public Works Department

26(vii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 August 7
T103-50 (1003) J.K. Clairmont

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P.Eng.
Senior Director
Roads Department

SUBJECT:

Encroachment Agreement
198 Glennie Avenue

RECOMMENDATION:

That the application of A. DeRubis, solicitor for the owner (F. Pullia 198 Glennie Avenue, Hamilton, L8H 5W2) to erect and maintain an encroachment of a retaining wall measuring 1.00' x 75.00'x 2.5'on the Britannia Avenue Road allowance, be approved during the pleasure of Council provided:

a) That the owner enter into an agreement satisfactory to the Commissioner of Transportation/Environmental Services to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.

b) That the Mayor and City Clerk be authorized to sign and execute all necessary documents to implement this agreement.

c) That the owner pay a first year fee of $240. for processing and registration and an annual fee of $20. for this encroachment.

for E. M. Gill, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

Cont'd .....

1992 August 7

Encroachment Agreement
198 Glennie Avenue

Cont'd...

BACKGROUND:

A. DeRubeis on behalf of the owner has requested permission install a retaining wall on the road allowance of Britannia Avenue. The applicant indicated that the slope at the property is steep and difficult for his client to maintain.

The retaining wall is proposed to be constructed on the Britannia Avenue road allowance measuring 1.00' x 75.00' x 2.5'. Roadway encumbrances may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

The City of Hamilton's policy is that if an existing or a proposed non-building encroachment does not impede the functions within the road allowance, the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed this application and find no objection. Council has allowed these types of encroachments in the past.

JKC:ls

26(xviii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 August 5
T103-50 (1008)
T103-50 (997)
T103-50 (1009) J.K. Clairmont

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P.Eng.
Senior Director
Roads Department

SUBJECT:

Encroachment Agreements
153 James Street South
148 Duke Street
46 Breadalbane Street

RECOMMENDATION:

That the applications to retain inadvertent encroachments at the locations outlined on Schedule "A", appended hereto, be approved during the pleasure of Council provided:

a) That the owners enter into agreements satisfactory to the Commissioner of Transportation/Environmental Services to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.

b) That the Mayor and City Clerk be authorized to sign and execute all necessary documents to implement these agreements.

c) That the first year fee and subsequent annual fee outlined in Schedule "A" be set for these encroachments.

E. M. Gill, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above "Recommendation".

Cont'd .....

Encroachment Agreements
153 James Street South
148 Duke Street
46 Breadalbane Street

Cont'd...

BACKGROUND:

The existing roadway encumbrances may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

The City of Hamilton's policy is that if an existing or a proposed non-building encroachment does not impede the functions within the road allowance, the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed these applications and find no objection. Council has allowed these types of encroachments in the past.

MJP:

SCHEDULE 'A'

Council Date: August 25, 1992

Location	Type of Encroachment	Solicitor/Agent	First Year/Annual	File Number
153 James Street South	An Exhaust Fan encroaching 3.0 ft onto the Augusta Street road allowance	G. Sangha 153 James Street South Hamilton, Ontario L8B 1W2	$112.00/20.00	T103-50(1008)
148 Duke Street	A Portion of Building measuring 2.51 ft X 44.0 ft. and a Bay Window measuring 0.12 ft X 4.5 ft. and a Veranda and Steps measuring 5.1 ft X 5.3 ft. and a Frame Garage measuring 12.0 ft X 4.5 ft. onto the Caroline Street road allowance and a Portion of a Retaining Wall measuring 1.0 ft X 1.57 ft. and Step measuring .80 ft X 3.20 ft. onto the Duke Street road allowance	James W. Hammond Barrister, Solicitor, Notary Public 152 James Street South Hamilton, Ontario L8P 3A2	$112.00/20.00	T103-50 (997)
46 Breadalbane Street	Steps measuring 1.08 ft X 2.18 ft X 6.0 ft onto the road allowance of Breadalbane Street	John M. Dean 1 King Street West Suite 700 Hamilton, Ontario L8P 1A4	$112.00/20.00	T103-50 (1009)

2(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: July 15, 1992

RECEIVED
JUL 24 1992
CITY CLERKS

REPORT TO: Mr. K. Christenson, Secretary
Transport & Environment Committee

FROM: Mr. T. Bradley
Manager of Purchasing

SUBJECT: **SUPPLY AND DELIVERY OF SOLID STATE TRAFFIC CONTROLLERS DURING 1992 TRAFFIC DEPARTMENT**

RECOMMENDATION:

a) That a purchase order be issued to Fortran, Toronto, for the supply and delivery of 8 Phase Solid State Controllers @ $6,060.39 and 4 Phase Solid State Controllers @ $5,287.67 and 8 Phase Solid State Timers $2,149.55 as and when required during 1992 for the Traffic Department being the lowest of three tenders received in accordance with specifications issued by the Manager of Purchasing and Vendor's tender and that this expenditure be financed through Traffic Signal Materials Account No. CH56152-75999.

b) As this material is required to be ordered as soon as possible, due to the long delivery lead times the above has been processed through the emergency procedure of the City of Hamilton Purchasing Policy, that states "An order can be placed upon the approval of two of the following: the Mayor, an appropriate Committee Chairman, the C.A.O. and that any action taken under this provision to be reported to the next regular meeting of City Council".

Chairman - Transport & Environment Committee

Chief Administrative Officer

T. Bradley, Manager of Purchasing

FINANCIAL/STAFFING/LEGAL IMPLICATIONS N/A

BACKGROUND: Quotation Analysis
Approximate expenditure during 1992 $125,000.00

BIDDER	8 Phase SS Controllers	4 Phase SS Controllers	8 Phase SS Timers
Fortran Traffic	$6,060.39	$5,287.67	$2,149.55
Econolite Canada	$6,855.00	$5,897.00	$2,250.00
Pocatec Limited	$7,945.00	$6,845.00	$1,235.00

UNABLE TO BID:
Novax Industries Corporation

2(E)(i)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 July 27

REPORT TO: Kevin Christenson, Secretary
Transport and Environment Committee

FROM: P. Noé Johnson
City Solicitor

SUBJECT: Local improvements of sidewalks and curbs on Acadia Drive - $7,500.00

RECOMMENDATION:

That City Council enact the attached By-law to authorize construction of local improvements of sidewalks and curbs on Acadia Drive from Butler Drive to approx. 50m southerly (west side only).

P. Noé Johnson

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The construction of these local improvements was approved by Council on April 14, 1992, in adopting Item 22 of the 5th Report of the Transport & Environment Committee and Item 12 of the 9th Report of the Finance & Administration Committee subject to the Ontario Municipal Board's approval to the financing of the work. On Friday, June 26, 1992, the Ontario Municipal Board's Order No. E920433 was granted.

:sr
Att.

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 92 -

To Authorize:

1. The construction of local improvements without petition under Section 12 of The Local Improvement Act of sidewalks and curbs on ACADIA DRIVE from Butler Drive to approx. 50m southerly (west side only), as described in Schedule "A";

2. The special assessment to pay a portion of the cost of the works by the abutting owners;

3. The preparation of plans, specifications and reports and the supervision of the construction by the Senior Director of Roads.

WHEREAS the Council of The Corporation of the City of Hamilton did adopt Item 22 of the 5th Report of the Transport & Environment Committee on April 14, 1992;

AND WHEREAS the Council of The Corporation of the City of Hamilton did adopt Item 12 of the 9th Report of the Finance & Administration Committee on April 14, 1992;

AND WHEREAS it is expedient to proceed without petition to undertake, as local improvements, the works hereinafter described;

AND WHEREAS notice of Council's intention to undertake the works as local improvements has been given by publication of the notice and by service of it upon the owners of the lots liable to be specially assessed under Section 12 of The Local Improvement Act, R.S.O. 1980;

AND WHEREAS a majority of the owners, representing at least one-half of the value of the lots that are liable to be specially assessed, have not, within one (1) month after publication, petitioned the Council not to proceed with the works;

AND WHEREAS the Council has obtained reports, estimates and statements required for the undertaking of the said works;

AND WHEREAS the Ontario Municipal Board did, on the 26th day of June, 1992, issue Order No. E920433 approving the application of The Corporation of the City of Hamilton for:

(a) the construction of certain works as local improvements on the initiative plan at a total estimated cost of $7,500.00 and,

(b) the issue by The Regional Municipality of Hamilton-Wentworth of debentures in the sum of $6,850.00.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The construction of the works more particularly described in Schedule "A" hereto annexed and forming part of this by-law, may be proceeded with under The Local Improvement Act, at an estimated cost not to exceed $7,500.00.

2. The share or portion of the estimated cost of the works in the amount of $6,850.00 to be borne by the owners of the lands abutting directly on the works and the estimated cost per metre shall be rated as set out in Schedule "A", provided that the actual rate per metre shall be specially assessed upon the lots abutting directly on the works and payable in equal annual instalments until fully paid.

3. Pending payment of the share or portion of the total cost referred to in Section 2, the said share or portion shall be financed by the issue of debentures by The Regional Municipality of Hamilton-Wentworth:

   (a) to the extent sufficient to provide an amount not exceeding $6,850.00;

   (b) repayable over a term not exceeding twenty (20) years, chargeable to The Corporation of the City of Hamilton.

4. The Senior Director of Roads is hereby authorized to:

   (a) prepare all necessary plans, specifications and reports required for the construction of the works; and,

   (b) supervise construction of the works.

5. The Mayor and City Clerk are hereby authorized to execute, on behalf of The Corporation of the City of Hamilton, all contracts necessary for the construction of the works.

PASSED this day of , A.D. 1992.

City Clerk Mayor

(1992) 5 R.T.E.C. 22, April 14
(1992) 9 R.F.A.C. 12, April 14

SCHEDULE "A"

The construction of sidewalks and curbs on ACADIA DRIVE from Butler Drive to approx. 50m southerly (west side only) at the costs not exceeding those set out below:

City's Share	$ 650.00
Owners' Share	6,850.00
TOTAL ESTIMATED COST	$ 7,500.00
Estimated Cost per metre frontage	$ 137.00

Fifteen (15) annual instalments

2(E)(i)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 July 27

REPORT TO: Kevin Christenson, Secretary
Transport and Environment Committee

FROM: P. Noé Johnson
City Solicitor

SUBJECT: Local improvements of roadway only on Acadia Drive
$22,500.00

RECOMMENDATION:

That City Council enact the attached By-law to authorize construction of local improvements of roadway only on Acadia Drive from Butler Drive to approx. 50m southerly.

P. Noé Johnson

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The construction of these local improvements was approved by Council on April 14, 1992, in adopting Item 22 of the 5th Report of the Transport & Environment Committee and Item 12 of the 9th Report of the Finance & Administration Committee subject to the Ontario Municipal Board's approval to the financing of the work. On Friday, June 26, 1992, the Ontario Municipal Board's Order No. E920431 was granted.

:sr
Att.

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 92 -

To Authorize:

1. The construction of local improvements without petition under Section 12 of The Local Improvement Act of roadway only on ACADIA DRIVE from Butler Drive to approx. 50m southerly, as described in Schedule "A";

2. The special assessment to pay a portion of the cost of the works by the abutting owners;

3. The preparation of plans, specifications and reports and the supervision of the construction by the Senior Director of Roads.

WHEREAS the Council of The Corporation of the City of Hamilton did adopt Item 22 of the 5th Report of the Transport & Environment Committee on April 14, 1992;

AND WHEREAS the Council of The Corporation of the City of Hamilton did adopt Item 12 of the 9th Report of the Finance & Administration Committee on April 14, 1992;

AND WHEREAS it is expedient to proceed without petition to undertake, as local improvements, the works hereinafter described;

AND WHEREAS notice of Council's intention to undertake the works as local improvements has been given by publication of the notice and by service of it upon the owners of the lots liable to be specially assessed under Section 12 of The Local Improvement Act, R.S.O. 1980;

AND WHEREAS a majority of the owners, representing at least one-half of the value of the lots that are liable to be specially assessed, have not, within one (1) month after publication, petitioned the Council not to proceed with the works;

AND WHEREAS the Council has obtained reports, estimates and statements required for the undertaking of the said works;

AND WHEREAS the Ontario Municipal Board did, on the 26th day of June, 1992, issue Order No. E920431 approving the application of The Corporation of the City of Hamilton for:

(a) the construction of certain works as local improvements on the initiative plan at a total estimated cost of $22,500.00 and,

(b) the issue by The Regional Municipality of Hamilton-Wentworth of debentures in the sum of $20,070.00.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The construction of the works more particularly described in Schedule "A" hereto annexed and forming part of this by-law, may be proceeded with under The Local Improvement Act, at an estimated cost not to exceed $22,500.00.

2. The share or portion of the estimated cost of the works in the amount of $20,070.00 to be borne by the owners of the lands abutting directly on the works and the estimated cost per metre shall be rated as set out in Schedule "A", provided that the actual rate per metre shall be specially assessed upon the lots abutting directly on the works and payable in equal annual instalments until fully paid.

3. Pending payment of the share or portion of the total cost referred to in Section 2, the said share or portion shall be financed by the issue of debentures by The Regional Municipality of Hamilton-Wentworth:

   (a) to the extent sufficient to provide an amount not exceeding $20,070.00;

   (b) repayable over a term not exceeding twenty (20) years, chargeable to The Corporation of the City of Hamilton.

4. The Senior Director of Roads is hereby authorized to:

   (a) prepare all necessary plans, specifications and reports required for the construction of the works; and,

   (b) supervise construction of the works.

5. The Mayor and City Clerk are hereby authorized to execute, on behalf of The Corporation of the City of Hamilton, all contracts necessary for the construction of the works.

PASSED this day of , A.D. 1992.

City Clerk Mayor

(1992) 5 R.T.E.C. 22, April 14
(1992) 9 R.F.A.C. 12, April 14

SCHEDULE "A"

The construction of roadway only on ACADIA DRIVE from Butler Drive to approx. 50m southerly at the costs not exceeding those set out below:

City's Share	$ 2,430.00
Owners' Share	20,070.00
TOTAL ESTIMATED COST	$ 22,500.00
Estimated Cost per metre frontage	$ 223.00

Fifteen (15) annual instalments

2(E)(iii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 July 27

REPORT TO: Kevin Christenson, Secretary
Transport and Environment Committee

FROM: P. Noé Johnson
City Solicitor

SUBJECT: Local improvements of sidewalks only on Acadia Drive
$9,200.00

RECOMMENDATION:

That City Council enact the attached By-law to authorize construction of local improvements of sidewalks only on Acadia Drive from approx. 128m south of Butler Drive to approx. 77m southerly (west side only).

P. Noé Johnson

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The construction of these local improvements was approved by Council on April 14, 1992, in adopting Item 22 of the 5th Report of the Transport & Environment Committee and Item 12 of the 9th Report of the Finance & Administration Committee subject to the Ontario Municipal Board's approval to the financing of the work. On Friday, June 26, 1992, the Ontario Municipal Board's Order No. E920435 was granted.

:sr
Att.

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 92 -

To Authorize:

1. The construction of local improvements without petition under Section 12 of The Local Improvement Act of sidewalks only on ACADIA DRIVE from approx. 128m south of Butler Drive to approx. 77m southerly (west side only), as described in Schedule "A";

2. The special assessment to pay a portion of the cost of the works by the abutting owners;

3. The preparation of plans, specifications and reports and the supervision of the construction by the Senior Director of Roads.

WHEREAS the Council of The Corporation of the City of Hamilton did adopt Item 22 of the 5th Report of the Transport & Environment Committee on April 14, 1992;

AND WHEREAS the Council of The Corporation of the City of Hamilton did adopt Item 12 of the 9th Report of the Finance & Administration Committee on April 14, 1992;

AND WHEREAS it is expedient to proceed without petition to undertake, as local improvements, the works hereinafter described;

AND WHEREAS notice of Council's intention to undertake the works as local improvements has been given by publication of the notice and by service of it upon the owners of the lots liable to be specially assessed under Section 12 of The Local Improvement Act, R.S.O. 1980;

AND WHEREAS a majority of the owners, representing at least one-half of the value of the lots that are liable to be specially assessed, have not, within one (1) month after publication, petitioned the Council not to proceed with the works;

AND WHEREAS the Council has obtained reports, estimates and statements required for the undertaking of the said works;

AND WHEREAS the Ontario Municipal Board did, on the 26th day of June, 1992, issue Order No. E920435 approving the application of The Corporation of the City of Hamilton for:

(a) the construction of certain works as local improvements on the initiative plan at a total estimated cost of $9,200.00 and,

(b) the issue by The Regional Municipality of Hamilton-Wentworth of debentures in the sum of $6,160.00.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The construction of the works more particularly described in Schedule "A" hereto annexed and forming part of this by-law, may be proceeded with under The Local Improvement Act, at an estimated cost not to exceed $9,200.00.

2. The share or portion of the estimated cost of the works in the amount of $6,160.00 to be borne by the owners of the lands abutting directly on the works and the estimated cost per metre shall be rated as set out in Schedule "A", provided that the actual rate per metre shall be specially assessed upon the lots abutting directly on the works and payable in equal annual instalments until fully paid.

3. Pending payment of the share or portion of the total cost referred to in Section 2, the said share or portion shall be financed by the issue of debentures by The Regional Municipality of Hamilton-Wentworth:

   (a) to the extent sufficient to provide an amount not exceeding $6,160.00;

   (b) repayable over a term not exceeding twenty (20) years, chargeable to The Corporation of the City of Hamilton.

4. The Senior Director of Roads is hereby authorized to:

   (a) prepare all necessary plans, specifications and reports required for the construction of the works; and,

   (b) supervise construction of the works.

5. The Mayor and City Clerk are hereby authorized to execute, on behalf of The Corporation of the City of Hamilton, all contracts necessary for the construction of the works.

PASSED this day of , A.D. 1992.

City Clerk Mayor

(1992) 5 R.T.E.C. 22, April 14
(1992) 9 R.F.A.C. 12, April 14

SCHEDULE "A"

The construction of sidewalks only on ACADIA DRIVE from approx. 128m south of Butler Drive to approx. 77m southerly (west side only) at the costs not exceeding those set out below:

City's Share	$ 3,040.00
Owners' Share	6,160.00
TOTAL ESTIMATED COST	$ 9,200.00
Estimated Cost per metre frontage	$ 80.00

Fifteen (15) annual instalments

2(E)(iv)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 July 27

REPORT TO: Kevin Christenson, Secretary
Transport and Environment Committee

FROM: P. Noé Johnson
City Solicitor

SUBJECT: Local improvements of sidewalks and curbs on Beaverton Avenue - $23,400.00

RECOMMENDATION:

That City Council enact the attached By-law to authorize construction of local improvements of sidewalks and curbs on Beaverton Avenue from Upper Sherman Avenue to Acadia Drive (north side only).

P. Noé Johnson

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The construction of these local improvements was approved by Council on April 14, 1992, in adopting Item 22 of the 5th Report of the Transport & Environment Committee and Item 12 of the 9th Report of the Finance & Administration Committee subject to the Ontario Municipal Board's approval to the financing of the work. On Friday, June 26, 1992, the Ontario Municipal Board's Order No. E920434 was granted.

:sr
Att.

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 92 -

To Authorize:

1. The construction of local improvements without petition under Section 12 of The Local Improvement Act of sidewalks and curbs on BEAVERTON AVENUE from Upper Sherman Avenue to Acadia Drive (north side only), as described in Schedule "A";

2. The special assessment to pay a portion of the cost of the works by the abutting owners;

3. The preparation of plans, specifications and reports and the supervision of the construction by the Senior Director of Roads.

WHEREAS the Council of The Corporation of the City of Hamilton did adopt Item 22 of the 5th Report of the Transport & Environment Committee on April 14, 1992;

AND WHEREAS the Council of The Corporation of the City of Hamilton did adopt Item 12 of the 9th Report of the Finance & Administration Committee on April 14, 1992;

AND WHEREAS it is expedient to proceed without petition to undertake, as local improvements, the works hereinafter described;

AND WHEREAS notice of Council's intention to undertake the works as local improvements has been given by publication of the notice and by service of it upon the owners of the lots liable to be specially assessed under Section 12 of The Local Improvement Act, R.S.O. 1980;

AND WHEREAS a majority of the owners, representing at least one-half of the value of the lots that are liable to be specially assessed, have not, within one (1) month after publication, petitioned the Council not to proceed with the works;

AND WHEREAS the Council has obtained reports, estimates and statements required for the undertaking of the said works;

AND WHEREAS the Ontario Municipal Board did, on the 26th day of June, 1992, issue Order No. E920434 approving the application of The Corporation of the City of Hamilton for:

(a) the construction of certain works as local improvements on the initiative plan at a total estimated cost of $23,400.00 and,

(b) the issue by The Regional Municipality of Hamilton-Wentworth of debentures in the sum of $23,400.00.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The construction of the works more particularly described in Schedule "A" hereto annexed and forming part of this by-law, may be proceeded with under The Local Improvement Act, at an estimated cost not to exceed $23,400.00.

2. The share or portion of the estimated cost of the works in the amount of $23,400.00 to be borne by the owners of the lands abutting directly on the works and the estimated cost per metre shall be rated as set out in Schedule "A", provided that the actual rate per metre shall be specially assessed upon the lots abutting directly on the works and payable in equal annual instalments until fully paid.

3. Pending payment of the share or portion of the total cost referred to in Section 2, the said share or portion shall be financed by the issue of debentures by The Regional Municipality of Hamilton-Wentworth:

   (a) to the extent sufficient to provide an amount not exceeding $23,400.00;

   (b) repayable over a term not exceeding twenty (20) years, chargeable to The Corporation of the City of Hamilton.

4. The Senior Director of Roads is hereby authorized to:

   (a) prepare all necessary plans, specifications and reports required for the construction of the works; and,

   (b) supervise construction of the works.

5. The Mayor and City Clerk are hereby authorized to execute, on behalf of The Corporation of the City of Hamilton, all contracts necessary for the construction of the works.

PASSED this day of , A.D. 1992.

City Clerk Mayor

(1992) 5 R.T.E.C. 22, April 14
(1992) 9 R.F.A.C. 12, April 14

SCHEDULE "A"

The construction of sidewalks and curbs on BEAVERTON AVENUE from Upper Sherman Avenue to Acadia Drive (north side only) at the costs not exceeding those set out below:

City's Share	$ NIL
Owners' Share	23,400.00
TOTAL ESTIMATED COST	$ 23,400.00
Estimated Cost per metre frontage	$ 137.00

Fifteen (15) annual instalments

3(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 August 12
S701-68 M.J. Inrig
S719-65 P. Strong

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: 1992 Servicing Expenditures Related to Subdivisions

RECOMMENDATION:

a) i) That the submitted schedules of works **"AGRIGENTO GARDENS", HAMILTON"** be adopted for inclusion in the Subdivision Agreement with the Owners for the estimated cost of;

City's Share - $6,632.46 , Owner's Share - $49,850.59

ii) That approval of the above noted clause be subject to the condition that no work has commenced on the installation of services except as provided for in Section "(iii)" below.

iii) That in the event the Owner's wish to proceed prior to the registration of the Final Reference Plan and the Modified Subdivision Agreement they should be allowed to do so at their own risk provided they enter into standard agreements with the City of Hamilton for pre-servicing.

iv) That the City's share for services in "Agrigento Gardens" ($6,632.46) be approved and that the Finance and Administration Committee recommend the source of funding for this project.

v) That the Commissioner of Transportation/Environmental Services be authorized and directed to prepare the necessary By-Law(s) to establish Part 1 of a reference plan prepared by John P. Nouwens, O.L.S. as a public right-of-way in order to provide road access to the lands of Agrigento Gardens.

Cont'd...

1992 Servicing Expenditures Related to Subdivisions

cont'd...

B i) That upon registration of the Final Plan of Subdivision for "**SANDRINA GARDENS - PHASE 1**" Hamilton, in accordance with current City Policy, the Treasurer for the City of Hamilton be authorized and directed to financially compensate the Owners (DiCenzo Construction Company Limited) in the amount of $122,600.00 for excess lands dedicated to the City for roadway purposes on Upper Gage Avenue which are beyond the maximum 26.0 metre width required by the City, and that the Finance and Administration Committee recommend the source of funding.

E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

"Agrigento Gardens", Hamilton

The total estimated cost of the City's share of services to be approved at this time for Agrigento Gardens is $6,632.46 (as shown on Schedule "A" attached).

Under a previous land severance application for the lands at 619 Upper Paradise Road the City collected a security deposit through a Modified Subdivision Agreement for above ground works to be constructed on Dalcar Court. The City's share of costs for Agrigento Gardens is fully recoverable and can be collected in accordance with the previous Modified Subdivision Agreement for 619 Upper Paradise Road.

"Sandrina Gardens - Phase 1" Hamilton

Under current City of Hamilton policy a subdivider is only required to dedicate a maximum width of 26.00 meters of land for roadway purposes under a plan of subdivision. The subdivider has made a request that they be financially compensated by the City for the extra land required (10.60m) in excess of the standard 26.00 m width.

The City Property Department has calculated the market value of the excess lands for the roadway at $122,600. This amount is based on land value for Townhouse Development on the west side of Upper Gage Avenue and R-4 small lot single family homes on the east side of Upper Gage Avenue. As the subdivider's request falls within current policy, it is the recommendation of staff that the subdivider be financially compensated by the City of Hamilton for the excess lands required for the Upper Gage Avenue road allowance, in the amount of $122,600, which is non recoverable in the future.

Cont'd...

1992 Servicing Expenditures Related to Subdivisions

Cont'd...

BACKGROUND:

"Agrigento Gardens", Hamilton

On 1992 July 7, the Land Division Committee for the Region of Hamilton Wentworth approved land severance applications H-66 and 67-92 for Agrigento Gardens under the condition that the applicant enter into a Modified Subdivision Agreement with the City of Hamilton. The newly created lots for Agrigento Gardens are unserviced, therefore the applicant will be required to provide municipal servicing by entering into a Modified Subdivision Agreement with the City of Hamilton.
The development of Agrigento Gardens will result in the creation of five (5) single family residential lots and the establishment of Dalcar Court as a City roadway by By-Law. As the lots of Agrigento Gardens are being created by way of land severance, the applicant will be required to dedicate the lands for Dalcar Court to the City for roadway purposes. Therefore, the City will be required to open the lands for the roadway as a public right of way by By-Law.

The lands of Agrigento Gardens are located on the east side of Upper Paradise Road, north of the Red Hill Creek Expressway Lands in the Gilbert Planning Neighbourhood.

"Sandrina Garden's - Phase 1", Hamilton

Under the Final Plan of Subdivision for Sandrina Gardens Phase 1 the subdivider, DiCenzo Construction Company Limited, will be establishing the extension of Upper Gage Avenue to approximately 160 Southerly from its present limit, south of Rymal Road East. The width of the Upper Gage Avenue Road Allowance will be established at 36.60 metres in width on the Final Plan of Subdivision.

As the extension of Upper Gage Avenue southerly from its existing point of termination is considered a dead end street, current Regional policy states that the Region will not assume any Road Allowance which becomes a dead end. Therefore, the City of Hamilton will be assuming the Road Allowance for Upper Gage Avenue, until it is extended further south to interset with roads to the south.

Under current City of Hamilton policy a subdivider is only required to dedicate a maximum width of 26.00 meters of land for roadway purposes under a plan of subdivision. The subdivider has made a request that they be financially compensated by the City for the extra land required (10.60m) in excess of the standard 26.00 m width.

Cont'd...

1992 Servicing Expenditures Related to Subdivisions

Cont'd...

The City Property Department has calculated the market value of the excess lands for the roadway at $122,600. This amount is based on land value for Townhouse Development on the west side of Upper Gage Avenue and R-4 small lot single family homes on the east side of Upper Gage Avenue. As the subdivider's request falls within current policy, it is the recommendation of staff that the subdivider be financially compensated by the City of Hamilton for the excess lands required for the Upper Gage Avenue road allowance, in the amount of $122,600, which is non recoverable in the future.

The lands of Sandrina Gardens - Phase 1 are located south of Rymal Road East in the Broughton East and West Neighbourhoods.

MJI/PS:ls

cc: S. Reeder,Secretary Finance and Administration Committee

cc: Alderman Don Ross Chairman of Finance & Administration Committee

cc: D. Cobb, City Treasury Department

cc: H. Smith, Survey Section of Roads Department

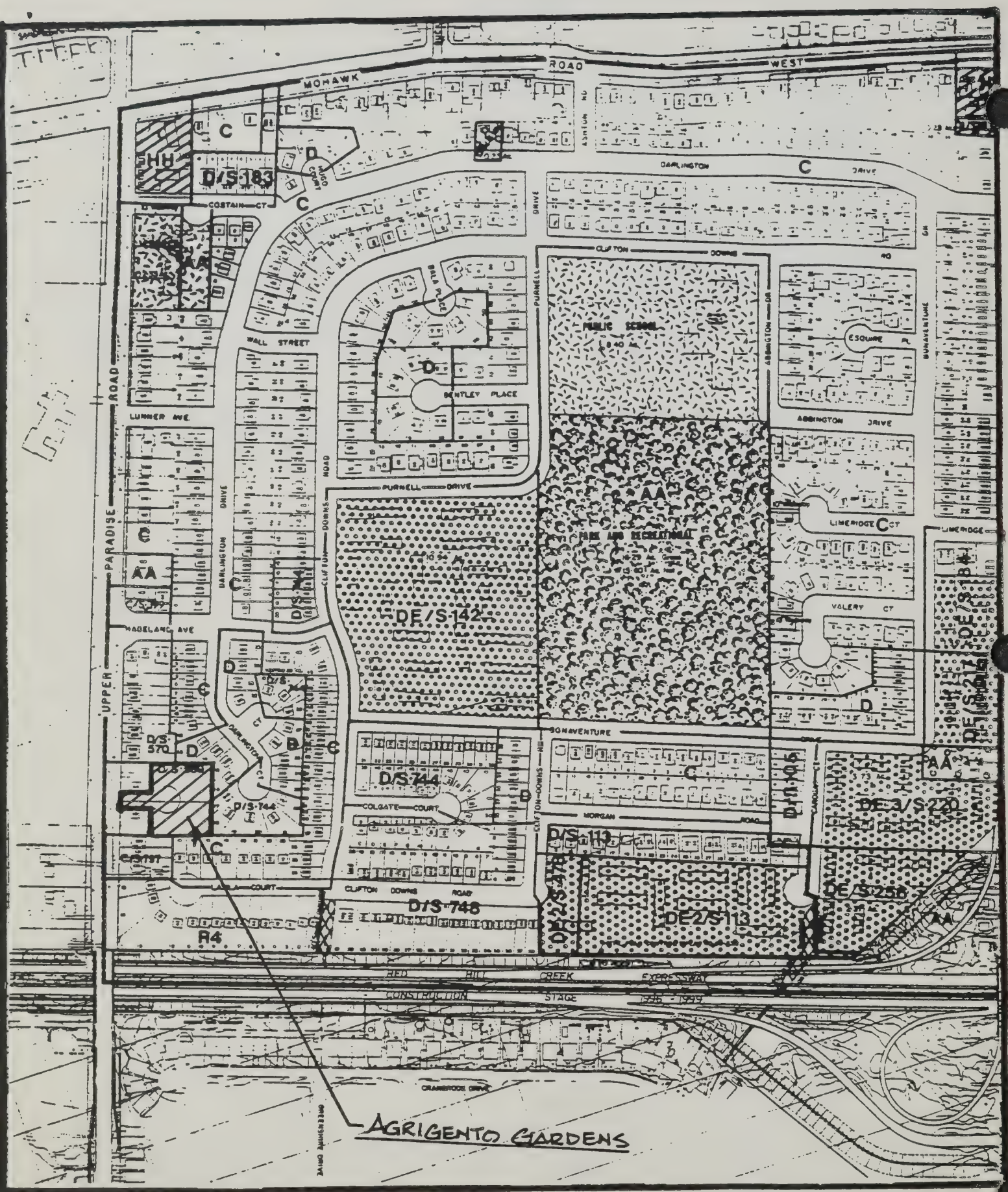
1992 SUBDIVISION EXPENDITURE SUMMARY

CITY'S SHARE OF EXPENDITURES

Name of: SUBDIVISION DEVELOPER CONSULTANT SURVEYOR	# OF LOTS AND LOCATION	LAND SEVERANCE AUTHORIZATION	DESCRIPTION OF WORKS	0.3 METRE RESERVE COSTS	NON-RECOVERABLE & OVERSIZED COSTS	TOTAL CITY'S SHARE	TOTAL SUBDIVIDER'S SHARE	TOTAL SERVICING COSTS
Agrigento Gardens Dalcamp Developments Limited Urbex Engineering Limited John P. Noowens, O.L.S. (FILE NO. S701-68)	5 LOTS Hamilton	92-07-07	Catch Basins & Connections	$ 1,164.21	NIL			
			Curbs & Sidewalks	$ 1,151.77	NIL			
			Finished Roads	$ 3,930.48	NIL			
			Dead End Barricade	NIL	NIL			
			Street lighting	$ 386.00	NIL			
				$ 6,632.46	NIL	$ 6,632.46	$49,850.59	$ 56,483.05
TOTALS:				$6,632.46	$ 0.00	$ 6,632.46	$ 49,850.59	$ 56,483.05

* OVERSIZING EXPENDITURES are Non-Recoverable
* 0.3 METRE RESERVE EXPENDITURES are Fully Recoverable

SCHEDULE A



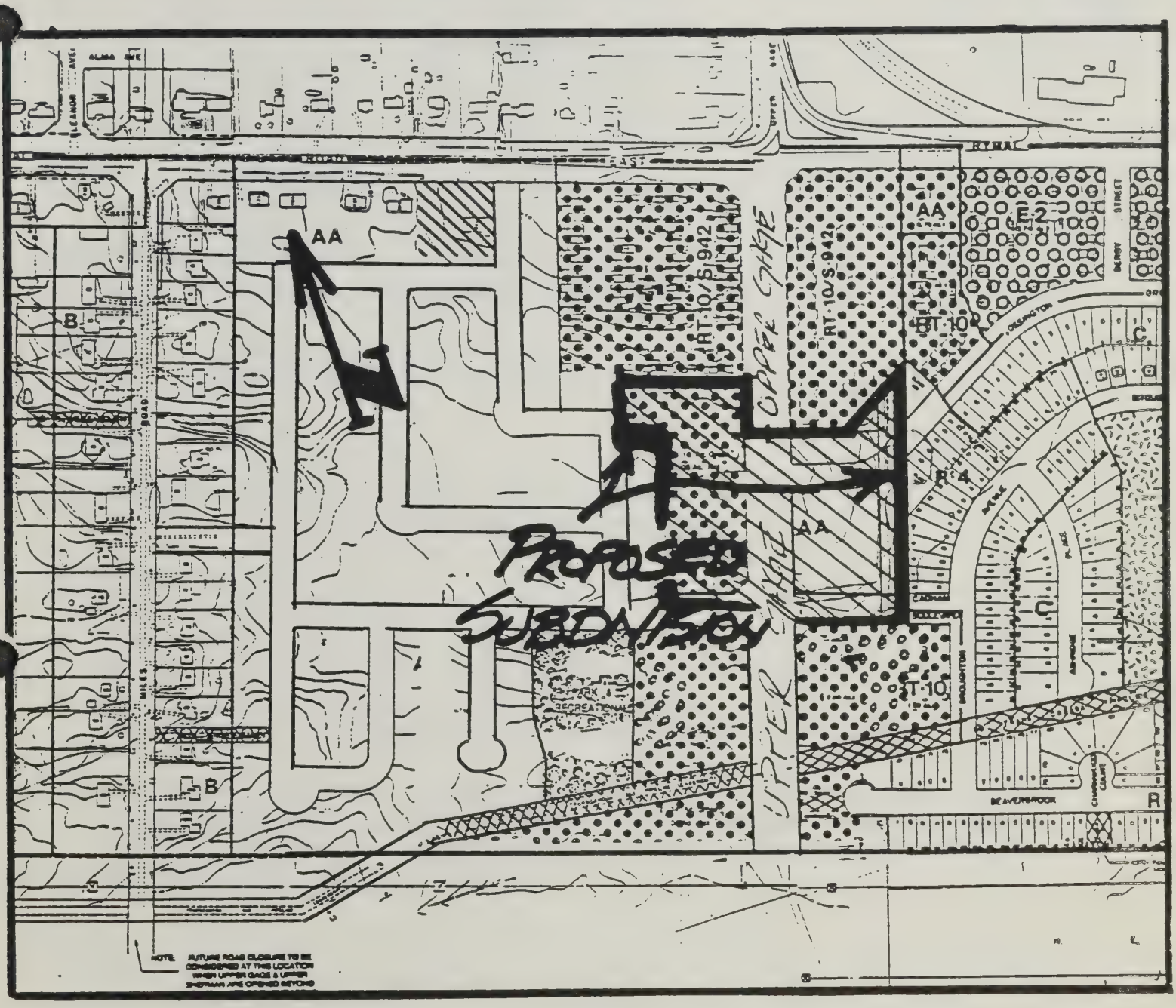
KEY PLAN

NTS

NORTH

GILBERT

APPROVED PLAN



BROUGHTON WEST

BROUGHTON EAST.

"KEY PLAN" - SANDRINA GARDENS - PHASE 1

3(b)

CITY OF HAMILTON

-RECOMMENDATION-

DATE: 1992 August 7
E308-01 C. Rodgerson

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: P.J. Halliday, Senior Director
Environmental Services Department

SUBJECT:

CleanSoils Limited - Application for a Certificate of Approval for a Waste Disposal Site - Processing

RECOMMENDATION:

a) That the West Central Branch of the Ontario Ministry of the Environment (MOE) be advised that the City of Hamilton does not support the application of CleanSoils Limited for a Waste Disposal Site Processing as it does not comply with the permitted uses within the Utilities designation of the City of Hamilton Official Plan.

b) That a copy of this report and the corresponding City Council resolution be submitted to the West Central Branch of the MOE for their consideration in the preparation of the Certificate of Approval which would apply to the development and operation of the facility proposed by the proponent.

P.J. Halliday

CleanSoils Limited - Application for a Certificate of Approval for a Waste Disposal Site - Processing

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The West Central Region of the Ministry of the Environment (MOE) has received an application from CleanSoils Limited for the Certificate of Approval for a Waste Disposal Site - Processing to be located at Pier 26, Hamilton Harbour, East Port Development. The company has requested approval to decontaminate soils contaminated with petroleum hydrocarbons using two Thermal Desorber Units.

CleanSoils Limited is proposing to conduct its soil recycling operation on Pier 26 of Hamilton Harbour lands. The site is on approximately 8 acres of land created with dredged material from the Hamilton Harbour, and includes a six foot high perimeter chain link fence with gates. The site which is currently vacant, has a soil base which is chemically consistent with the harbour

CleanSoils will be establishing a fixed base processing centre for recycling petroleum contaminated soils into usable fill and roadway material. The facility will deal only with nonhazardous solid materials. CleanSoils cannot handle hazardous materials and generally only deals with gasoline and No. 2 fuel oil contaminated soil. An average of 500 to 1,000 tons of soil will be accepted and processed per day depending on the time of year and market conditions.

The soil to be treated will consist primarily of soil removed from underground storage tank excavations which require upgrading under Provincial regulations. CleanSoils requires case by case approval for each and every soil project before treatment. Registered waste materials will be segregated from all commingled stockpiles before and after treatment to maintain control and separation.

CleanSoils anticipates arrival of the contaminated soil to the site by both marine and truck traffic. Incoming materials will be staged onto the paved area which will be surrounded by a curb or berm as necessary to contain any runoff from the tarped piles. Treated soil will be stockpiled separately to facilitate loading for off site transport.

Cont'd...

CleanSoils Limited - Application for a Certificate of Approval for a Waste Disposal Site - Processing

BACKGROUND:(Cont'd)

CleanSoils Thermal Desorber entails heating soil to between 350 or 450 degrees fahrenheit depending on soil parameters to remove moisture and hydrocarbon contamination. The process gases are treated in a baghouse and subsequently in an afterburner operating at 1400 degrees fahrenheit. The afterburner combusts any airborne hydrocarbons to assure 99+% destruction of hydrocarbons. No ash, residue or waste byproduct is generated and no process water is generated or discharged.

Treated soil meeting cleanup criteria is no longer a waste material and has market value as aggregate. CleanSoils will reuse processed soil in one of three ways: as fill in industrial sites, for roadway material including roadbase or embankments, or in tank excavation as backfill.

The proponent's application is currently being reviewed by staff from the West Central Branch of the MOE, who in order to properly assess the viability of the proposed project, must obtain comments from other municipal regulatory agencies which may have jurisdiction over land use, traffic, noise, and potential impact of the proposed operations on the abutting properties and the environment.

Concerns have been expressed by both City and Regional Planning Departments with respect to "zoning verification" and jurisdictional authority over the respective land use. The Hamilton Harbour Commissioners have submitted a letter to the MOE confirming that the proposed use of the Hamilton Harbour Commissioners' land by CleanSoils is consistent with the land Use and Development By-law (114) of the Hamilton Harbour Commissioners.

The Transportation and Environment Committee and the MOE should be made aware of ongoing differences between the Harbour Commissioners and the City of Hamilton over the planning of land-use changes on lands around the Harbour. Based on the information provided by CleanSoils Limited, the proposed soil treatment facility does not comply with the permitted uses within the Utilities designation of the Hamilton Official Plan. Therefore, an amendment to the official Plan would be required prior to issuing the Certificate of Approval.

It is generally recognized that there is a need for this type of operation within Southern Ontario, and that the Region of Hamilton-Wentworth will benefit greatly from having this type of operation within its boundaries. However, unless the Hamilton Official plan is amended, to permit the proposed use, the City of Hamilton should not endorse this proposal.

Cont'd...

CleanSoils Limited - Application for a Certificate of Approval for a Waste Disposal Site - Processing

BACKGROUND:(Cont'd)

Copies of the responses concerning the proposal, which were received from the City of Hamilton staff representing Traffic Services, Local Planning, Fire Department, Noise Control, and Regional staff representing Environmental Service Department and Planning, are appended to this report and should be reviewed in further detail.

CR

Attach

cc. Lynda Sohal, Secretary, Reg. H-W, ESC

PLANNING AND DEVELOPMENT DEPARTMENT
LOCAL PLANNING BRANCH

MEMORANDUM

****

TO: Colin Rodgerson
Solid Waste Operations

YOUR FILE: E309-20

FROM: Victor Abraham
Director of Local Planning

OUR FILE: P5-3-3-1

SUBJECT: Pier 26 - Hamilton Harbour Eastport Development - Application for a Certificate of Approval for a Waste Disposal Site (Processing)

DATE: July 31, 1992

This memorandum is in response to the memorandum of Peter Dunn dated July 15, 1992 requesting comments on the above-noted application for a Certificate of Approval for a waste disposal site (processing). We understand that CleanSoils Inc. has requested approval to construct a facility that decontaminate soils contaminated with petroleum hydrocarbons using two "Thermal Desorber Units" on an approximately eight acre site at Pier 26 in the Hamilton Harbour Eastport Development. The applicant has indicated that petroleum contaminated soils are to be transported to this location for treatment from across southern Ontario.

It should be noted that legal precedence has established that the City of Hamilton retains land use planning jurisdiction over non-shipping and navigation uses in this area of Hamilton. As the proposed soil treatment facility is not a shipping or navigation use, the applicant would have to comply with the City's Official Plan and Zoning By-law.

According to Schedule "A" - Land Use Concept of the Hamilton Official Plan, the site is designated as Utilities.

As noted in Policy A.2.7.1 of the Official Plan:

> "The primary uses permitted in the areas designated on Schedule "A" as UTILITIES will be for passenger terminals; freight handling facilities and related storage; railway, warehousing and associated parking areas; electric power facilities; pipelines and natural gas lines; and major road facilities. Recognizing the difficulty of predicting the advent of new UTILITIES, only those facilities which are committed for development and/or are priorized and where their location is known have been identified."

Policy A.2.7.2 should be noted as well:

> "Notwithstanding the permitted uses in Policy 2.7.1 above, the following uses will be permitted on Piers 10 to 14 and Piers 25 to 27 inclusive: shipping terminals; marine freight; passenger handling facilities; related storage, vessel and barge docks; and marine related industry or commerce that demonstrates operational need for proximity and access to the Harbour."

The applicant has indicated that the proposed soil treatment facility would rely on marine transportation as well as truck transportation. However, a site plan diagram submitted by the applicant appears to indicate the focus of activity to be oriented to truck traffic. The dock area is fenced off from the portion of the site devoted to soil processing with the caption "dock area used by others" noted on the diagram. Additional details on the marine aspect of the proposed soil treatment facility appears to be unavailable at this time.

Based on the information provided, the proposed soil treatment facility does not comply with the permitted uses within the Utilities designation of the Hamilton Official Plan. Therefore, an amendment to the Official Plan would be required prior to issuing the Certificate of Approval.

We understand the Building Department will respond to you directly on the applicable zoning designation and determine whether a re-zoning is necessary to allow the proposed use.

To summarize, it is our view that no Certificate of Approval for a waste disposal processing site be issued to the proponent unless the Hamilton Official Plan is amended to permit the proposed use.

If you have any further questions on this matter, please contact Bill Janssen at 546-4147.

KE/

c.c. Peter Lampman, Building Department
Patrice Noé Johnson, Law Department

PLANNING AND DEVELOPMENT DEPARTMENT

MEMORANDUM

****

Date: July 21, 1992 File: 768.42

To: Colin Rodgerson,
Waste Management Division
Environmental Services department

From: A.L. Georgieff, M.C.I.P
Director, Regional Planning Branch

Re: Clean Soils Inc.: Application for a Certificate of Approval

---

We have reviewed the information you sent us regarding the Certificate of Approval application for a Waste Disposal Site (Processing) to be located at Pier 26 Hamilton Harbour Eastport Development. We have no comments on the technical merit of the waste processing technology Clean Soils intends to use. However, we bring two issues to your attention : 1) land-use change in the area; and 2) the potential ecological significance of the area.

Land Use Change

The application form makes reference to "zoning verification" solely by the Hamilton Harbour Commissioners. The Ministry of Environment should be made aware of ongoing differenes between the Harbour Commissioners and the City of Hamilton over the planning of land-use changes on lands around the Harbour. On a number of City of Hamilton Official Plan Amendments (Nos. 62, 66, 80 and 87) the Region has received requests from the Hamilton Harbour Commissioners for referrals to the Ontario Municipal Board. Hamilton Official Plan Amendment 80, the result of a five year review of the Official Plan, includes designations which may affect the Eastport lands. Clean Soils Inc. should be made aware of the City's interest and consult the City of Hamilton regarding their comments on the proposed use and any City designations or zoning by-laws which apply.

Environmentally Sensitive Area Designation

On the basis of a 1976 Ecologistics study the Regional Official Plan designated a portion of the Eastport lands an Environmentally Sensitive Area (ESA # 27 Toll Gate Ponds). The evaluation of the area suggested it provided unusual habitat, and habitat for rare species of nesting birds. As a result of an assessment prepared by the Hamilton Harbour Commissioners, and due to extensive landfilling in the area the boundary of the ESA is now different than outlined in the 1976 study. As per the City of Hamilton Official Plan, ESA # 8, Toll Gate Ponds is now located on Pier 27. However, without a map locating the proposed facility we cannot determine the proximity of the Clean Soil site to the designated area. Could you provide us a copy of the site plan at the meeting of July 22?

Official Plan policy 5.3.21 encourages other levels of government to only undertake uses compatible with the environmentally sensitive designation while Policy 5.3.22 encourages other public bodies to prepare management plans for properties they own in ESAs. The expansion of land uses incompatible with the ESA is discouraged by Policy 5.3.4.

Official Plan policy 5.3.15 requires that the Area Municipality require proponents requesting a change in the legal use or in the intensity of the existing use, to submit an Environmental Impact Statement to the Region and Area Municipality. The proponent can request a waiver of the Impact Statement requirement which must be approved by both the Region and Area Municipal Councils. Information on the typical scope of an Environmental Impact Statement can be provided to the proponent by Regional Planning Branch staff.

While the preparation of an Impact Statement may not necessarily be required for this proposal an evaluation of the effects of the construction and operation of the facility and potential mitigating measures would be worthwhile. The federal government, Canadian Wildlife Service (Chip Weseloh), annually monitors the breeding colonies in this area and up-to-date information on the significance of the bird species nesting in the area is likely readily available. The Ministry of Natural Resources should be consulted regarding the protection of provincially rare species.

cc Ray Lee, Regional Planning
Bill Janssen, Local Planning

CORPORATION OF THE CITY OF HAMILTON

MEMORANDUM

****

TO: Peter Dunn, Manager
Waste Management Division
Environmental Services Department
Attention: Mr. Colin Rodgerson

YOUR FILE: E309-20

FROM: Murray F. Main, P. Eng.
Director of Traffic Services
Traffic Department

OUR FILE:
PHONE: 546-4580

SUBJECT: **Clean Soils Inc.**
Application for a Certificate of
Approval for a Waste Disposal Site

DATE: 1992 July 30

In response to your memo of 1992 July 15, please be advised that we have reviewed this application and find it satisfactory.

Murray F. Main

RK/MT/ks

PUBLIC WORKS DEPARTMENT

CITY NOISE CONTROL

MEMORANDUM

****

TO:	Mr. Peter Dunn Manager of Solid Waste Operations Regional Engineering & Solid Waste Dept.	YOUR FILE: E309-20 via Fax 546-4494 Aug 5/92	
FROM:	Mr. F. Westaway Noise Control Officer Public Works Department	OUR FILE: PHONE:	523-5670
SUBJECT:	**Clean Soils Inc.** **Application for Certificate of Approval for a Waste Disposal Site (Processing)**	DATE:	1992 August 5

Please be informed that I have reviewed the Clean Soils Inc. proposal and the Noise Control Office has no concerns regarding noise.

Should you wish further information please contact me at 523-5670.

Frank Westaway
Chief Noise Control Officer

FW/jt

MEMORANDUM

****

TO: Colin Rogerson
Recycling Technician
Environmental Services

YOUR FILE:

FROM: D. Millar
Pollution Abatement Officer
Regional Engineering Department

OUR FILE:

SUBJECT: Clean Soils Inc.
Application for a C. of A.

DATE: July 24, 1992

I have attended the presentation and reviewed the information supplied by CleanSoils.

Cleansoils will be located at Pier 26 - Hamilton Harbour East Port Development. This area does not have sewers and there are no plans to install them for this operation. Water from the surface of the materials on site will be contained and utilized in the process. Sanitary wastes will be contained in a holding tank and hauled to the sewage treatment plant for disposal.

With the absence of sewers and a commitment to utilise collected storm water in the process the company's operation will meet compliance with Sewer Use Bylaw R89-049.

DM

G. BAKER
CHIEF

FILE NO. _____

THE CORPORATION OF THE CITY OF HAMILTON
HAMILTON FIRE DEPARTMENT - FIRE PREVENTION DIVISION
55 KING WILLIAM STREET
HAMILTON, ONTARIO L8R 1A2

29 July 1992

Regional Municipality of Hamilton-Wentworth
Waste Management Division
Environment Services Department

Attn: Colin Rodgerson

Dear Sir

RE: Clean Soils Inc.
Proposed Waste Disposal Site
Pier 26 - Hamilton Harbour
East Port Development

I have reviewed the information sent to this Department as well as the Clean Soils video and in addition have visited the proposed site and offer the following comments and expectations:

a) water supply mains and hydrants are satisfactory for anticipated needs

b) it is expected that suitable portable fire extinguishers will be provided for the site in accordance with the Ontario Fire Code

c) it is expected that controls will be in place to eliminate sources of ignition

d) all construction and installations are to be carried out under a Building Permit issued by the City of Hamilton Department of Buildings

e) all electrical work associated with the installation of on-site equipment is to be carried out under permit from Ontario Hydro

f) installation and provision of the necessary energy source for heating the contaminated soils is to be in accordance with all applicable Acts and Regulations

g) access roads within the site for use by fire department apparatus are to be provided and maintained in an accessible and usable condition at all times.

The foregoing represent our rather broad conditions based on information supplied to date and may not reflect all requirements of this Department resulting from future site visits as the project proceeds.

I request that we be kept updated as to the status of this project and made aware of any change in plans which might have an impact on our requirements.

Yours truly

D.L. Peters
Chief Fire Prevention Officer

DLP:cl

REC 4.

AUG

CITY CLERKS

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 August 11

REPORT TO: Kevin Christenson, Secretary
Transport and Environment Committee

FROM: D. W. Vyce
Director of Property

SUBJECT: **Option to Purchase Agreement - Roadway Purposes**
643 Rymal Road West - Caterina Battaglia
Proposed Extension of Upper Paradise Road

RECOMMENDATION:

a) That an Option to Purchase Agreement by the City, duly executed by the owner Caterina Battaglia on July 24, 1992, and scheduled for closing on or before November 30, 1992, for the lands and premises situated in the Regional Municipality of Hamilton-Wentworth, in the City of Hamilton, being composed of part of Lot 1, Concession 1, having a frontage of 30.48 metres (100 feet) more or less, along the southerly road limit of Rymal Road West, by a depth of 85.344 metres (280 feet) more or less, comprising a total area of 2,601.2 square metres (28,000 square feet) more or less, together with all structures erected thereon, more particularly described as municipal address 643 Rymal Road West and shown as Part 1 on Registered Plan 62R-7866, be approved and completed.

b) That the Finance and Administration Committee recommend the method of financing the purchase price of $330,000.00.

c) That the Vendor be allowed a one-time thirty (30) day extension to the closing date at no cost should it be required.

d) That as consideration in the amount of $2.00 has been paid to the owner pursuant to the Agreement, this amount be deducted from the purchase price.

e) Subject to the approval of Items a) - d), the Property Department be authorized to proceed to acquire a parcel of land (approximately 10,000 square feet) from the property owner south of the lands outlined under item a) in order to finalize the road access to the Carpenter Neighbourhood.

D. W. Vyce

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The net amount to be financed for all 1992 projects related to subdivision expenditures is $1,619,000.00. The 1992 - 2001 Capital Budget includes a provision of $800,000.00 for the City's share of subdivision expenditures in 1992. With the approval of this recommendation the City's share of the cost would be exceeded by $819,000.00. The estimated costs including appraisal and legal fees associated with item e) is expected to be under $50,000.00. The City Treasurer will be recommending a method of financing cost.

BACKGROUND:

At its meeting of July 20, 1992, the Transport and Environment Committee adopted a walk-on item thereby authorizing the Property Department to negotiate an Option to Purchase for the subject property conditional upon the City Treasurer identifying the necessary funds.

The purpose of this acquisition is twofold. Firstly, it will allow for the optimal alignment of Upper Paradise Road as initially planned. Secondly, it will result in a future monetary savings in excess of an estimated $500,000.00. This savings will be realized by eliminating the necessity of acquiring additional lands to accommodate the alternative road alignment which had been estimated in excess of $1,000,000.00.

The Vendor has requested the option of extending the closing date to ensure the home they are to have built is completed prior to having to vacate the subject premises.

Notwithstanding the fact that the Carpenter Neighbourhood Plan and a draft plan of subdivision have just recently been approved, efforts are being made to insure that delays will be minimized and the proposed development will not be adversely affected.

In order to accommodate this change it will be necessary to revise the newly adopted Neighbourhood Plan by way of a minor amendment approved by the Planning and Development Committee and City Council.

The amendment itself would be a newly drafted road pattern together with any technical or service re-alignments deemed necessary.

Consequently, as this proposal is financially more desirable and functionally preferable, it is recommended that this property and the additional strip of vacant land to the south be purchased for roadway purposes.

WmM/nw
Attach.

c.c. P. Noé Johnson, City Solicitor

A. Ross, Treasurer

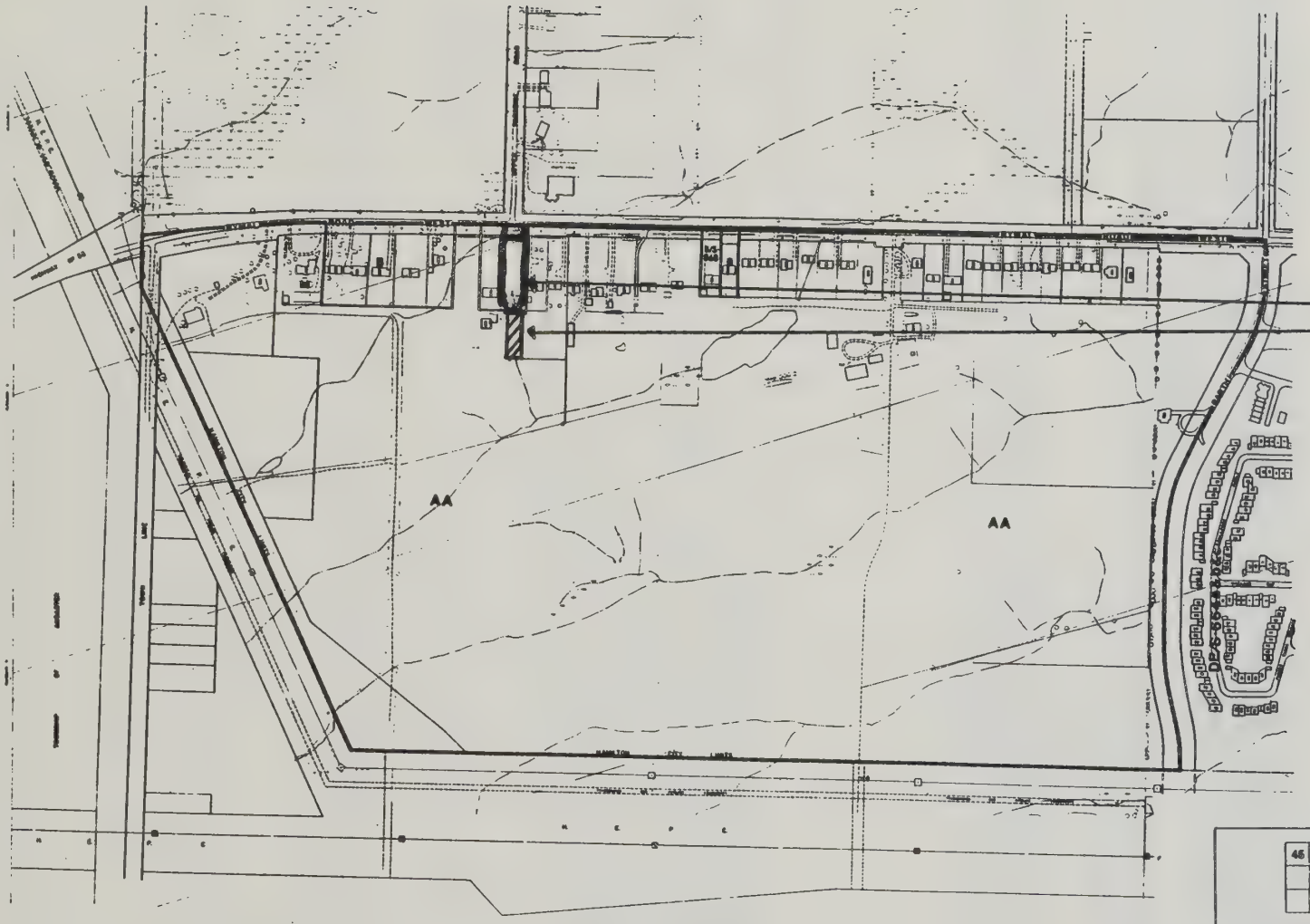
L. MacNeil, Property Clerk, Surveys

V.J. Abraham, M.C.I.P., Director, Local Planning Division

G. Aston, Director, Programming and Development, Transportation and Environmental Services

S. Reeder, Secretary, Finance and Administration Committee

(100.90.126)



45 | 44 | 121 20 | 84 This is not a Legal Document For Zoning Verification Please Contact City Building Department.	CITY OF HAMILTON CARPENTER ZONING
Neighbourhood Boundary Zoning Boundary	SCALE 0 50m
Prepared for The City of Hamilton by the Planning and Development Department of The Regional Municipality of Hamilton-Wentworth	PLANNING UNIT NO. 7601 | MAP NO. 20

5.

CITY CLERK'S DEPARTMENT

MEMORANDUM

****

TO: Mr. K. Christenson, Secretary
Transport & Environment Committee

YOUR FILE:

FROM: Mr. J. Thompson
Acting City Clerk

OUR FILE:
PHONE: 546-2747

SUBJECT: BOARD OF EDUCATION FOR THE CITY OF HAMILTON - PUBLIC SAFETY

DATE: 1992 July 28

Please find attached a copy of a letter from the Board of Education for the City of Hamilton regarding concerns of perceived problems relating to public safety which City Council at its meeting held 1992 July 28 referred to the Transport and Enviroment Committee.

John Thompson

att.

JUL 13 1992

cc: [redacted] City Council Members

The Board of Education for the City of Hamilton
Le Conseil de l'éducation de la ville de [redacted]

100 Main Street West
Hamilton, Ontario
Telephone (416) 527-5092
Fax (416) 521-2539

Director of Education & Secretary

1992 07 02

His Worship Mayor Robert Morrow
The Corporation of the City of Hamilton
71 Main Street West
Hamilton, Ontario L8N 3T4

Dear Mayor Morrow:

At a Special Meeting of the Board held on Tuesday, 1992 06 30, the following motion was adopted:

> That this Board notify the following immediately to convey the grave concerns of safety expressed by every delegation at last night's Special Meeting of the Operations Management Committee:
> 1. City of Hamilton
> 2. Hamilton Safety Council
> 3. Hamilton-Wentworth Police Department
> 4. Block Parent Association
> 5. Hamilton Street Railway
> 6. Hamilton Board of Education Principals
> 7. Education Officer, Ministry of Education
> 8. The Home and School Associations
>
> And further, that this Board convey its concerns of perceived problems relating to public safety - stressing this Board's willingness to work collaboratively with each group to help make Hamilton a safe place for not only students but all residents; not just safe to and from school Monday to Friday, but all day, every day.

The prelude to this motion was the decision of the Board that, effective September, 1992, Grades 6, 7 and 8 students living less that 2.4 kilometres (1.5 miles) from school would not qualify for transportation. This decision was made in the face of very difficult budgeting and the fact that the Ontario government has severely cut grants for transportation.

On Monday, 1992 06 29, a Special Meeting of the Board's Operations Management Committee was held to consider input from the community regarding concerns. It was apparent from the six presentations that evening that the chief concern is the general level of safety in the Hamilton community and not the extra distance the students must walk. After the presentations and following a lengthy debate, the members of the Board elected not to revert back to the previous Policy of providing transportation for Grades 6, 7 and 8 students living over 1.6 kilometres from their school.

Mailing Address
P.O. Box 2558
Hamilton, Ontario
L8N 3L1

Adresse postale
C.P. 2558
Hamilton (Ontario)
L8N 3L1

The members collectively share the concern of the community about the issue of safety but feel strongly that such is not the sole responsibility of the Hamilton Board of Education. They indicated their willingness to take an active part in working with others who share in this responsibility - both Municipally and Provincially - to find a solution.

If you are in agreement that the issue of safety is indeed a shared responsibility, we would be pleased to hear from you. Your suggestions on how we could work co-operatively to problem solve some of these concerns will be directed to our Transportation Committee which will be studying these issues in the early Fall.

Sincerely,

K. A. Rielly
Director of Education
and Secretary

rm
cc: Transport and Environment Committee

CA4ONHBL A05
C51T6

J.J. SCHATZ
CITY CLERK

THE CORPORATION OF THE CITY OF HAMILTON
OFFICE OF THE CITY CLERK
71 MAIN STREET WEST
HAMILTON, ONTARIO L8N 3T4

TEL. 546-2700
FAX: 546-2095

1992 August 12

NOTICE OF MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1992 August 17
9:30 o'clock a.m.
Room 233, City Hall

Kevin C. Christenson, Secretary
Transport and Environment Committee

AGENDA

1. **DELEGATIONS** (9:30 o'clock a.m.)

   (a) Intersection of Marion Avenue South and South Oval - Intersection Control
   (Tabled from 1992 July 20 - Alderman Kiss)

   (b) Intersection of Bowman and Sussex Street - Intersection Control
   (Tabled from 1992 January 6 - Alderman Kiss)

   (c) Mr. and Mrs. Skinner
   1098 Upper Sherman Avenue
   Health and Environmental Concerns

2. **CONSENT AGENDA**

3. **COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES**

   (a) 1992 Servicing Expenditures Related to Subdivisions

   (b) CleanSoils Limited - Application for a Certificate of Approval for a Waste Disposal Site - Processing

4. **DIRECTOR OF PROPERTY**

   Option to Purchase Agreement - Roadway Purposes - 643 Rymal Road West Caterina Battaglia, Proposed Extension of Upper Paradise Road

5. **CITY CLERK**

   Board of Education for the City of Hamilton - Public Safety
   (Referred to the Transport and Environment Committee by City Council at its meeting held 1992 July 28)

6. **NEW BUSINESS**

7. **ADJOURNMENT**

TRANSPORT AND ENVIRONMENT COMMITTEE

OUTSTANDING ITEMS

	ITEMS	ORIGINAL DATE	ACTION	STATUS
1.	Parking Prohibition Greenhill Avenue between Vienna Street and Pavarotti Court	1991 October 21	Alderman D. Agostino	Tabled
2.	Criteria and Report of School Crossing Guards	1992 January 6	Mr. M. F. Main Director of Traffic Services	Comprehensive Report Pending
i.	Intersection of Kenilworth Avenue and Monterey Avenue	1992 January 6	Alderman D. Wilson	Tabled
ii.	Intersection of Sanatorium Road and Rice Avenue	1992 January 6	Alderman D. Ross	Tabled
	Intersection of Main Street West and Whitney Avenue	1992 January 6	Alderman M. Kiss	Tabled
3.	Part-time Turn Prohibition James Mountain Road to Markland Street	1992 February 3	Mr. M. F. Main Director of Traffic Services	Report Pending Public Meeting
4.	Intersection of Sterling Street and Dalewood Crescent	1992 July 20	Alderman M. Kiss Mr. M. F. Main Director of Traffic Services	Tabled Prepare Report

Kevin C. Christenson, Secretary

1992 August 11

1 (a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 June 22

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

RECEIVED
JUL 10 1992
CITY CLERKS

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Marion Avenue South and South Oval - Intersection Control. **(TEC-119-92)**

RECOMMENDATION:

That no action be taken on the request for four-way stop control at the intersection of Marion Avenue South and South Oval.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The installation of unwarranted all-way stop control at intersections such as this results in increased motor vehicle operating costs in the order to $10,000.00 annually.

BACKGROUND:

Alderman Mary Kiss and Alderman Terry Cooke have submitted a petition signed by several area residents requesting that four-way stop control be implemented at the intersection of Marion and South Oval.

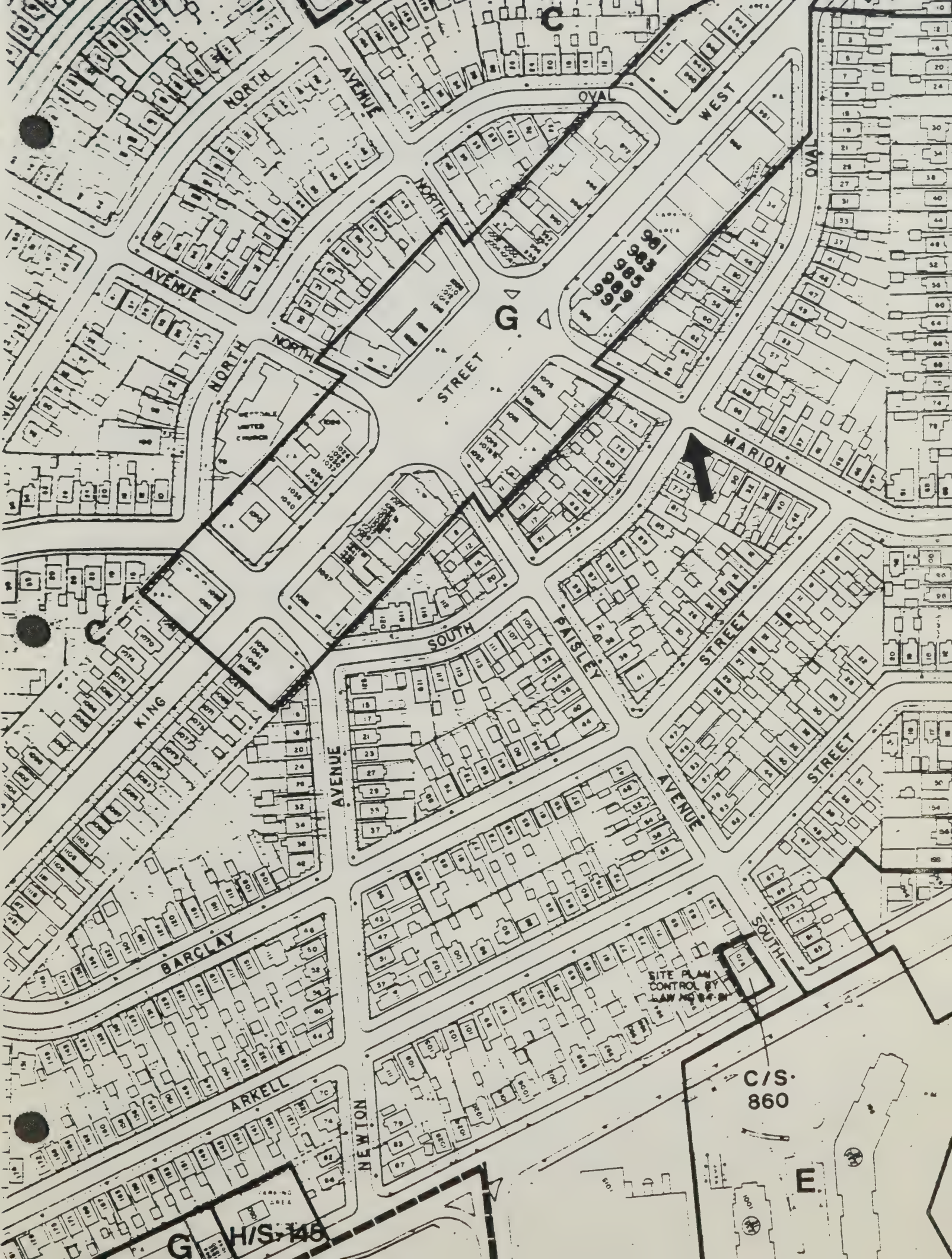
The subject intersection is a four-leg intersection, and presently, eastbound and westbound traffic on South Oval is required to stop for northbound and southbound traffic on Marion. Traffic Department records indicate that the intersection has experienced an average of only 0.53 collisions per year over the past 7 1/2 years. This is a good collision record for this type of intersection.

The Traffic Department utilizes certain criteria to determine when all-direction stop control is required at an intersection because of the large number of requests for this type of device. The criteria are related to the proximity of the front door of a school, the classification of the intersecting streets, the past collision record and to severe visibility obstructions which make it necessary for all vehicles to stop. None of the criteria respecting the use of all-direction stop control are met at this location.

The Traffic Department has assessed this request, and has its usual concerns respecting unwarranted four-way stops, including the fact that there is no collision problem at this intersection, unnecessary stop signs have extremely harmful environmental affects, stop signs have no affect on the speed and volume of traffic, and unwarranted stop signs create disrespect by the motorists to the extent that the observation of stop signs is deteriorating every year.

More importantly, there is a traffic signal at the intersection of Marion and King, which is approximately 230 feet north of South Oval and Marion. Experience has shown that the erection of stop signs within 1,000 feet of a traffic signal creates a conflict for motorists, in that the motorist "attempting to make the light", fails to observe the stop sign. This could lead to a more serious condition if pedestrians crossing the street expect the motorist to stop, and the motorist fails to stop for the stop sign.

For the above-noted reasons, the Traffic Department does not support the request for all-way stop control at the intersection of Marion and South Oval.


NORTH AVENUE
OVAL
WEST
OVAL
NORTH AVENUE
NORTH AVENUE
NORTH
STREET
MARION
STREET
SOUTH
PAISLEY AVENUE
STREET
KING AVENUE
BARCLAY
ARKELL
NEWTON
SOUTH
981
983
985
989
991
SITE PLAN CONTROL BY LAW NO 84-81
C/S 860
H/S 146

1(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 November 8

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Bowman Street and Sussex Street - Intersection Control
[TEC-272-91]

RECOMMENDATION:

That no action be taken on the request to implement three-way stop control at the intersection of Bowman Street and Sussex Street.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The installation of unwarranted stop signs at locations such as this would result in increased motor vehicle operating costs in the order of $10,000.00 per year.

BACKGROUND:

Alderman Terry Cooke has advised of a request from Mr. Charles Scime, 64 Bowman Street, that three-way stop control be implemented at the intersection of Bowman and Sussex.

The subject intersection is a "T" type intersection, and presently, eastbound traffic on Sussex is required to stop for northbound and southbound traffic on Bowman. Traffic Department records indicate that there have been no reported collisions at this intersection in the past eight years. Thus, the intersection is operating extremely safely and three-way stop control could not improve upon this perfect collision record.

Experience has shown that the installation of one or two stop signs on a particular section of street has no effect on the speed or volume of traffic on that particular street. Traffic authorities are in agreement that stop signs should not be used for the purpose of speed control. Research has shown that stop signs are not effective in controlling the speed of traffic and that the area of influence is only approximately 100 feet each way from the

intersection. It has been observed that some motorists who are required to stop by what they consider to be an unreasonable stop sign, then accelerate to an even higher rate of speed to "make up for lost time". Traffic engineering authorities are in agreement that this is an improper use of stop signs, which is ineffective and which creates disrespect of the device.

Experience with attempting to stop motorists on the through roadway at a "T" type intersection has not been favourable. Motorists apparently do not expect to have to stop at this type of location and are not looking for stop signs, and the violation rate has been found to be relatively high. Thus, the erection of stop signs on Bowman at Sussex could lead to a more serious condition, if pedestrians crossing the street expect the motorist to come to a stop, and the motorist, for whatever reason, fails to stop for the stop sign.

The Traffic Department utilizes certain criteria to determine when all-direction stop control is required at an intersection because of the large number of requests for this type of device. The criteria area related to the proximity to the front door of a school, the classification of the intersecting streets, the past collision record and to severe visibility obstructions which make it necessary for all vehicles to stop. None of the criteria are met at this intersection at this time.

For the above reasons, the Traffic Department does not support the request for three-way stop control at the intersection of Bowman and Sussex.


H/S·74
DE
H
H
H
C
J
J
G
A
C
NORFOLK STREET SOUTH
LELAND STREET
SUSSEX STREET
MAPES AVENUE
ALLETT ST
EMERSON STREET
SUSSEX STREET
BROADWAY
AVENUE
STREET
BOWMAN STREET
WINSTON
C/S·654
DE·3
S·981
C/S·743
WARD AVENUE
BAXTER STREET
H.B.B. RAILWAY
ROYAL AVENUE
WINSTON PLACE
STROUD ROAD
WILMONT COURT
OKLBROOK COURT
WHITNEY AVENUE
WILLOWCREST
C/S·729
AVENUE

1(c)

CITY COUNCIL
HAMILTON CANADA

RECEIVED
JUL 29 1992
CITY CLERKS

28 July 1992

Kevin Christenson
Secretary
Transport & Environment Committee

Dear Kevin:

We are asking that an environment issue regarding 1098 Upper Sherman Avenue be placed on the agenda of the Transport and Environment Committee on August 17, 1992 at 9:30 a.m. for a public hearing respecting health and environmental concerns.

We request the attendance of a representative from the Ministry of the Environment, West Central Region (Suzanne Belanger-Fontaine is familiar with this matter), Public Health Inspector Bill Hunter, the affected owners, Mr. and Mrs. Skinner and the owners/operators of Upper Sherman Auto Collision (1094 Upper Sherman) be invited to this meeting.

On several occasions we have had complaints of health concerns from the area residents, specifically Mr. and Mrs. Skinner of 1098 Upper Sherman and subsequently a meeting had taken place wherein the health department had advised the area residents not to eat their home-grown vegetables in their backyard. At this point, the tests will continue, as improper spray equipment had been used at this auto-body paint shop and contaminants are allegedly prevalent in the soil based on initial MOE testing. This issue has been an ongoing problem over a number of years and must be resolved in the very near future.

On Thursday, July 23, 1992, a meeting was held in the backyard of Mr. and Mrs. Skinner with an Environmental Officer of the Ministry of the Environment, Mr. Bill Hunter, a Public Health Inspector, and a chemist/toxicologist. It appears that no specific resolution was reached during this meeting.

We are hereby asking the Committee to have this completely investigated and to bring forward a delegation before the Transport and Environment Committee in order to establish any course of action that can be taken. Assurance of health and safety regulations as well as Ministry of Environment compliance in this residential area is essential.

Sincerely,

Henry Merling
Alderman, Ward 7

Terry Anderson
Alderman, Ward 7

HM:TA:lm

CONSENT AGENDA

Transport and Environment Committee
Monday, 1992 August 17
9:30 o'clock a.m.
Room 233, City Hall

AGENDA

A. ADOPTION OF THE MINUTES

Minutes of the Meeting held 1992 July 20

B. DIRECTOR OF TRAFFIC SERVICES

i. **Intersection Control**

(a) Intersection of Vespari Place and Megna Court

(b) Intersection of Donn Avenue and Highridge Avenue

(c) Intersection of Flatt Avenue and Glenside Avenue

(d) Intersection of Franklin Avenue and Longwood Road North

(e) Intersection of Toro Drive and Greenhill Avenue

(f) Lane Control for Southbound Traffic on Nebo Road at Rymal Road

ii. **Parking Regulations**

(a) Barton Street West between Ray Street North and Oxford Street

(b) Whitfield Avenue

(c) Biggar Avenue

(d) Britannia Avenue

(e) William Street between Barton Street East and Birge Street

(f) Rice Avenue between Mohawk Road West and Sanatorium Road

(g) No. 33 Erie Avenue - Request for a Reserved "Permit Parking" Space for a Disabled Resident

(h) No. 26 Greig Street - Request to Rescind a Reserved "Permit Parking" Regulation By-law Entry

(i) No. 192 Weir Street North - Request for a Reserved "Permit Parking" Space for a Disabled Resident

(j) Arrowsmith Road

iii. **Neighbourhood Watch Program**

- McQuesten West Neighbourhood
- Delta East Neighbourhood
- Crown Point West Neighbourhood

C. **COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES**

i. Trenholme Neighbourhood Park Association Street Party

ii. Reach Forth Ministries Soap Box Derby and Community Party

iii. Temporary Road Closure for Commercial Filming
Glenfern Avenue between Fairmont Avenue and Kent Street

iv. Temporary Closure of King Street West and Sterling Street
McMaster Pyjama Parade

v. Temporary Closure for Sewer Work Chesley Street between
Chester and Stonechurch

vi. Banner Applications: Hamilton Baha'i Faith,
Hamilton Oldtimer's Baseball Organization, Adult Basic
Education Association, Telecare Hamilton

vii. Encroachment Agreement - 198 Glennie Avenue

viii. Encroachment Agreements:
153 James Street South, 148 Duke Street, 46 Breadalbane Street

D. **MANAGER OF PURCHASING**

Supply and Delivery of Solid State Traffic Controllers
During 1992 Traffic Department

E. **CITY SOLICITOR**

i. Local Improvements of Sidewalks and Curbs on Acadia Drive - $7,500.

ii. Local Improvements of Roadway Only on Acadia Drive - $22,500.

iii. Local Improvements of Sidewalks Only on Acadia Drive - $9,200.

iv. Local Improvements of Sidewalks and Curbs on Beaverton Avenue - $23,400.

2(a)

Monday, 1992 July 20
9:30 o'clock a.m.
Room 233, City Hall

The Transport and Environment Committee met.

Present:
Alderman H. Merling, Chairman
Alderman V. J. Agro, Vice-Chairman
Mayor R. M. Morrow
Alderman M. Kiss
Alderman B. Morelli
Alderman D. Wilson
Alderman F. Eisenberger
Alderman T. Jackson
Alderman F. D'Amico

Also Present:
Alderman D. Agostino
Alderman B. Charters
Ms. B. Price, Hamilton Safety Council
Ms. L. Orban, Board of Education
Mr. J. G. Pavelka, Chief Administrative Officer
Mr. D. Lobo, Director of Public Works
Mr. R. Meiers, Public Works Department
Mr. M. Main, Director of Traffic Services
Mr. M. Hazell, Traffic Department
Mr. D. Vyce, Director of Property
Mr. R. Buckle, Property Department
Mr. G. Aston, Roads Department
Ms. M. Pacey, Hamilton Beach Preservation Committee
Mr. M. Gagnon, Hamilton Beach Preservation Committee
Mr. J. Drake, Beasley Neighbourhood Association
Mr. M. Molinga
Mr. K. C. Christenson, Secretary

1. **DELEGATIONS**

(a) **Hamilton Beach Preservation Committee**

The Committee was in receipt of correspondence from the Hamilton Beach Preservation Committee dated 1992 June 10 respecting the Hamilton Beach Preservation Committee's concern over the lack of maintenance along the Hamilton Beach shoreline. Ms. Pacey and Mr. Gagnon appeared before the Committee and requested that the Committee consider taking some action to clean up the Beach areas.

Following consideration discussion, the Committee approved the following recommendation:

(a) That the Public Works Department provide 2 summer students to undertake a clean-up of the Hamilton beach area.

(b) That the Public Works Department look at ways to continue this operation in future years.

(b) **Intersection of Sterling Street and Dalewood Crescent**

The Committee was in receipt of a letter dated 1992 May 20 from Mr. Michael Mollinga concerning stop signs on Sterling Street at Dalewood Crescent and Haddon Avenue. Mr. Mollinga appeared before the Committee and stated that problems were being created by the installation of stop signs at these intersections.

Following discussion, the Committee approved that staff of the Traffic Department be directed to prepare a report on the issue for the Committee's consideration and that Alderman Kiss contact residents in the area to determine their views on the potential removal of these stop signs and that Alderman Kiss contact residents in the area to determine their views on the potential removal of these stop signs.

(c) **Proposed Closure of Public Walkway in the Lisgar Neighbourhood from Larch Street to Northgate Drive**

The Committee was in receipt of a report dated 1992 July 10 from the Senior Director, Roads Department respecting a by-law to close and to authorize the sale of the public walkway north of Larch Street.

The Committee approved the following recommendation:

(a) That the appropriate by-law for closure and sale of the public walkway be forwarded to City Council for enactment on 1992 July 28.

(b) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the by-laws.

2. CONSENT AGENDA

The Committee agreed that the following items be removed from the Consent Agenda and placed on the Discussion Agenda:

i. **Encroachment Agreement, 337 Strathearne Avenue North**

ii. **Temporary Closure of King Street West between Stirling and South Oval, Westdale Village Festival**

The Committee at the request of Alderman Kiss further agreed that Item 2(b)i.(e), intersection of Marion Avenue South and South Oval be tabled in order that a delegation appear at the next Transport and Environment Committee meeting.

3. MINUTES

The minutes of the 1992 June 22 meeting of the Transport and Environment Committee were adopted as circulated.

4. DIRECTOR OF TRAFFIC SERVICES

i. **Intersection Control**

(a) **Queensdale Avenue between Upper Sherman Avenue and Upper Ottawa Street North**

The Committee was in receipt of a report dated 1992 June 14 from the Director of Traffic Services respecting Queensdale Avenue between Upper Sherman Avenue and Upper Ottawa Street.

The Committee approved the following recommendation:

(a) That four-way stop control be implemented at the intersection of East 33rd Street and Queensdale Avenue; and

(b) That three-way stop control be implemented at the intersection of East 36th Street and Queensdale Avenue; and

(c) That four-way stop control be implemented at the intersection of East 43rd Street and Queensdale Avenue; and

(d) That three-way stop control be implemented at the intersection of Nancy Street and Queensdale Avenue; and

(e) That the City Traffic By-law No. 89-72 be amended accordingly.

(b) **Intersection of Broughton Avenue and Grayrocks Avenue**

The Committee was in receipt of a report dated 1992 July 9 from the Director of Traffic Services respecting the intersection of Broughton Avenue and Grayrocks Avenue.

The Committee approved the following recommendation:

(a) That the existing three-way stop control at the intersection of Broughton Avenue and Grayrocks Avenue be removed; and

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

(c) **Intersection of Edinburg Avenue and Fraser Avenue**

The Committee was in receipt of a report dated 1992 June 19 from the Director of Traffic Services respecting the intersection of Edinburg Avenue and Fraser Avenue.

The Committee approved the following recommendation:

(a) That southbound traffic on Fraser Avenue be required to stop for eastbound and westbound traffic on Edinburg Avenue; and

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

(d) **Intersection of Caswell Drive and Amalfi Street**

The Committee was in receipt of a report dated 1992 June 22 from the Director of Traffic Services respecting the intersection of Caswell Drive and Amalfi Street.

The Committee approved the following recommendation:

(a) That westbound traffic on Caswell Drive be required to stop for northbound and southbound traffic on Amalfi Street; and

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

(e) **Intersections of Beaverton Drive, Butler Drive, Cartier Crescent at Acadia Drive**

The Committee was in receipt of a report dated 1992 July 2 from the Director of Traffic Services respecting the intersections of Beaverton Drive, Butler Drive, Carter Crescent at Acadia Drive.

The Committee approved the following recommendation:

(a) That westbound traffic on Beaverton Drive be required to stop for northbound and southbound traffic on Acadia Drive; and

(b) That northbound traffic on Butler Drive be required to stop for eastbound and westbound traffic on Acadia Drive; and

(c) That westbound traffic on Cartier Crescent be required to stop for northbound and southbound traffic on Acadia Drive; and

(d) That the City Traffic By-law No. 89-72 be amended accordingly.

(f) **Falkirk East Neighbourhood**

The Committee was in receipt of a report dated 1992 July 7 from the Director of Traffic Services respecting the Falkirk East Neighbourhood.

The Committee approved the following recommendation:

(a) That northbound traffic on Philomena Drive be required to stop for eastbound and westbound traffic on Claudette Gate; and

(b) That northbound traffic on Spadara Drive be required to stop for eastbound and westbound traffic on Benvenuto Crescent; and

(c) That eastbound traffic on Benvenuto Crescent (south leg) be required to stop for northbound and southbound traffic on Claudette Gate; and

(d) That westbound traffic on Claudette Gate be required to stop for northbound and southbound traffic on Spadara Drive; and

(e) That the City Traffic By-law No. 89-72 be amended accordingly.

ii. **Parking Regulations**

(a) **School Bus Loading Zone on Queensdale Avenue East adjacent to Highview Elementary School**

The Committee was in receipt of a report dated 1992 June 22 from the Director of Traffic Services respecting a school bus loading zone on Queensdale Avenue East adjacent to Highview Elementary School.

The Committee approved the following recommendation:

(a) That a "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the south side of Queensdale Avenue East commencing at a point 33 feet west of the west curb line of Nancy Street and extending to a point 120 feet westerly therefrom; and

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

(b) **No. 93 Peter Street - Request for a Reserved "Permit Parking" Space for a Disabled Resident**

The Committee was in receipt of a report dated 1992 May 25 from the Director of Traffic Services respecting No. 93 Peter Street - request for a reserved "Permit Parking" space for a disabled resident.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the north side of Peter Street, commencing at a point 47 feet west of Ray Street North and extending to a point 21 feet westerly therefrom; and

(b) That the Director of Traffic Services be authorized to issue one parking permit to Mr. Frank Znamecz, 93 Peter Street; and

(c) That the City Traffic By-law No. 89-72 be amended accordingly.

(c) **No. 180 Rosslyn Avenue North -**
Request for a Reserved "Permit Parking" Space for a Disabled Resident

The Committee was in receipt of a report dated 1992 July 9 from the Director of Traffic Services respecting No. 180 Rosslyn Avenue North - request for a reserved "Permit Parking" space for a disabled resident.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the east side of Rosslyn Avenue North commencing at a point 216 feet north of Cannon Street East and extending to a point 26 feet northerly therefrom; and

(b) That a "Permit Parking" regulation be implemented on the west side of Rosslyn Avenue North commencing at a point 241 feet north of Cannon Street East and extending to a point 26 feet northerly therefrom; and

(c) That the Director of Traffic Services be authorized to issue two parking permits to Mrs. O'Callaghan, No. 180 Rosslyn Avenue North; and

(d) That the City Traffic By-law No. 89-72 be amended accordingly.

(d) **No. 93 Clinton Avenue -**
Request to Remove a Reserved "Permit Parking" Space for Disabled Resident

The Committee was in receipt of a report from the Director of Traffic Services dated 1992 July 9 respecting No. 93 Clinton Avenue - request for a reserved "Permit Parking" Space for a Disabled Resident.

The Committee approved the following recommendation:

(a) That the existing "Permit Parking" regulation on the north side of Clinton Avenue commencing at a point 310 feet west of Lottridge Street and extending to a point 23 feet westerly therefrom be removed; and

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

(e) **No. 54 Kinrade Avenue - Request for a Wheelchair Loading Zone**

The Committee was in receipt of a report from the Director of Traffic Services dated 1992 July 9 respecting No. 54 Kinrade Avenue - request for a wheelchair loading zone.

The Committee approved the following recommendation:

(a) That a "No Stopping, Wheelchair Loading Only, 9:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on the east side of Kinrade Avenue commencing at a point 517 feet south of Barton Street East and extending to a point 30 feet southerly therefrom; and

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

(f) **North Side of Jackson Street East, East of Spring Street - Driveway Clearance**

The Committee was in receipt of a report from the Director of Traffic Services dated 1992 July 9 respecting the north side of Jackson Street East, east of Spring Street.

The Committee approved the following recommendation:

(a) That the existing "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the north side of Jackson Street East commencing at a point 53 feet east of Spring Street and extending to a point 97 feet easterly therefrom, be shortened such that the regulation commences at a point 53 feet east of Spring Street and extends to a point 65 feet easterly therefrom; and

(b) That the existing "No Parking" regulation on the north side of Jackson Street East which commences at Wellington Street South and extends to a point 150 feet westerly, be extended, such that the regulation commences 118 feet east of Spring Street and extends to Wellington Street South; and

(c) That the City Traffic By-law No. 89-72 be amended accordingly.

(g) **Rushdale Avenue**

The Committee was in receipt of a report from the Director of Traffic Services dated 1992 June 19 respecting Rushdale Drive.

The Committee approved the following recommendation:

(a) That parking be prohibited on the west side of Rushdale Drive commencing at a point 102 feet south of the extended south curb line of Ruby Street and extending to a point 68 feet southerly therefrom; and

(b) That parking be prohibited on the north side of Rushdale Drive commencing at the west curb line of Rushdale Drive and extending to a point 137 feet westerly therefrom; and

(c) That the City Traffic By-law No. 89-72 be amended accordingly.

(h) **Ferguson Avenue South, south of Hunter Street East**

The Committee was in receipt of a report from the Director of Traffic Services dated 1992 July 9 respecting Ferguson Avenue South, south of Hunter Street West.

The Committee approved the following recommendation:

(a) That a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the east side of Ferguson Avenue South commencing at a point 30 feet south of Hunter Street East and extending to a point 115 feet southerly therefrom and on the west side of the street commencing at a point 31 feet south of Hunter Street East and extending to a point 91 feet southerly therefrom; and

(b) That a "No Parking" regulation be implemented on the west side of Ferguson Avenue South commencing at a point 207 feet south of Hunter Street East and extending to a point 115 feet southerly therefrom; and

(c) That the City Traffic By-law No. 89-72 be amended accordingly.

(i) **East Side of Mountwood Avenue, North of Rockwood Place**

The Committee was in receipt of a report from the Director of Traffic Services dated 1992 July 6 respecting the east side of Mountwood Avenue, north of Rockwood Place.

The Committee approved the following recommendation:

(a) That the existing "No Parking" regulation on the east side of Mountwood Avenue which commences at Rockwood Place and extends to a point 146 feet northerly therefrom, be replaced with a "No Stopping" regulation; and

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

(j) **East Side of Ferguson Avenue South between Charlton Ave. East and Foster Street**

The Committee was in receipt of a report from the Director of Traffic Services dated 1992 July 9 respecting the east side of Ferguson Avenue South between Charlton Avenue East and Foster Street.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the east side of Ferguson Avenue South between Charlton Avenue East and Foster Street; and

(b) That the Director of Traffic Services be authorized to issue, upon request, one parking permit to each of the first seven eligible applicants residing in the block to a maximum of seven permits; and

(c) That the City Traffic By-law No. 89-72 be amended accordingly.

(k) **Fairfield Avenue**

The Committee was in receipt of a report from the Director of Traffic Services dated 1992 July 10 respecting Fairfield Avenue:

The Committee approved the following recommendation:

(a) That the existing "Alternate Side Parking" regulation on Fairfield Avenue between Barton Street East and Britannia Avenue be replaced with a "No Parking" regulation on the west side and unrestricted free parking on the east side; and

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

(l) **Bay Street South between Aberdeen Avenue and Inglewood Drive**

The Committee was in receipt of a report from the Director of Traffic Services dated 1992 July 10 respecting Bay Street South between Aberdeen Avenue and Inglewood Drive.

The Committee approved the following recommendation:

(a) That a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on both sides of Bay Street South between Aberdeen Avenue and Inglewood Drive; and

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

(m) **Apartment Building at No. 4 Paisley Avenue South - Time Limit Exemption**

The Committee was in receipt of a report from the Director of Traffic Services dated 1992 June 16 respecting the apartment building at No. 4 Paisley Avenue South.

The Committee approved the following recommendation:

That the Director of Traffic Services be authorized to issue, upon request, one Time Limit Exemption Permit to each of the first twelve eligible applicants residing in the apartment building at No. 4 Paisley Avenue South.

(n) **No. 109 Elgin Street - Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident**

The Committee was in receipt of a report from the Director of Traffic Services dated 1992 July 6 respecting No. 109 Elgin Street - Request to Remove a "Permit Parking" Space for Disabled Resident.

The Committee approved the following recommendation:

(a) That the existing "Permit Parking" regulation on the west side of Elgin Street commencing at a point 93 feet south of Robert Street and extending to a point 20 feet southerly therefrom be removed; and

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

(o) **Intersection of Essling Avenue and Borodino Court**

The Committee was in receipt of a report dated 1992 July 9 from the Director of Traffic Services respecting the intersection of Essling Avenue and Borodino Court.

The Committee approved the following recommendation:

(a) That eastbound traffic on Borodino Court be required to stop for northbound and southbound traffic on Essling Avenue; and

(b) That parking be prohibited on the south side of Essling Avenue (north leg) commencing at the west curb line of Essling Avenue and extending to a point 92 feet westerly therefrom; and

(c) That parking be prohibited on the west side of Essling Avenue commencing at the south curb line of Essling Avenue (north leg) and extending to a point 69 feet southerly therefrom; and

(d) That parking be prohibited on the east side of Essling Avenue commencing at the north curb line of Essling Avenue (south leg) and extending to a point 88 feet northerly therefrom; and

(e) That the City Traffic By-law No. 89-72 be amended accordingly.

iii . <u>SCHOOL PATROLS IN THE CITY OF HAMILTON</u>

The Committee was in receipt of a report dated 1992 July 13 from the Director of Traffic Services respecting School Patrols in the City of Hamilton.

The Committee approved the following recommendation:

That the Chief Administrative Officer and the Director of Traffic Services be authorized to make a presentation to the Hamilton Board of Education and to the Hamilton-Wentworth Roman Catholic Separate School Board on the subject of school patrols.

5. COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES

(a) **Proposed Railway Crossing Rehabilitation of Cannon Street at Glendale Avenue Hamilton. C.P. Rail Mileage 0.90 Longbelt**

The Committee was in receipt of a report dated 1992 June 8 from the Director of Roads Department respecting the proposed Railway Crossing Rehabilitation of Cannon Street at Glendale Avenue Hamilton.

The Committee approved the following recommendation:

(a) That the Commissioner of Transportation/Environmental Services be authorized and directed to issue a purchase order to Jay Chris Indus-Rail Supply Incorporation for $18,000. to purchase the Hi-Rail rubber crossing materials for Cannon Street at Glendale Avenue, C.P. Rail crossing.

(b) That the expenditures be financed from City Account No. 57409 52010 (Specific Maintenance).

(b) **Hess Village Grand Prix Bicycle Race, Sunday, 1992 August 30**

The Committee was in receipt of a report dated 1992 July 10 from the Senior Director, Roads Department respecting Hess Village Grand Prix Bicycle Race.

The Chairman informed the Committee that the date shown on the report for this event should be amended to read Monday, 1992 September 7. The Committee approved the following recommendation:

That the application of T. Farrar, agent for the Cycle Hamilton (244 Jackson Street West, Hamilton) to temporarily close Hess Street from King to Main, George Street from Hess to Caroline, George Street from Queen to Ray and Ray Street from George to King on Monday, 1992 September 7 from 1:00 p.m. to 5:00 p.m. in order to hold the annual Hess Village Grand Prix Bicycle Race, be approved, subject to the following conditions:

(a) That approval from the Regional Police Services be received prior to consideration by City Council of an application for a complete closure;

(b) That the applicant provide proof of $2,000,000. public liability insurance naming the Region and the City of Hamilton as an added insured party with a provision for cross liability and holding the Region and the City of Hamilton harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss;

(c) That all barricading, detour signing and traffic control be subject to the direction of the Regional Police Services;

(d) That all barricading be supplied by and at the expense of the applicant;

(e) That temporary road closure signs be installed in advance by the City of Hamilton Traffic Department on the affected roadways if deemed necessary by the Director of Traffic Services and at the expense of the applicant;

(f) That the applicant ensure that clean-up operations be carried out immediately before the re-opening of the roads to the satisfaction of the City and at the expense of the event organizer;

(g) That no property owner or resident within the barricaded area be denied access to their property upon request;

(h) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services.

(c) **Temporary Road Closure, George Street, 1992 June 30**

The Committee was in receipt of a report from the Senior Director, Roads Department dated 1992 June 24 respecting a temporary road closure.

The Committee approved the following recommendation:

That the action of the Commissioner of Transportation/Environmental Services be confirmed in authorizing the request of J. Clavel, agent for the Treasury Board of Canada (150 Main Street West, Hamilton) to temporarily close George Street between Caroline Street and Hess Street on Tuesday, 1992 June 30 from 10:00 a.m. to 2:00 p.m. for a Canada Day celebration subject to the following conditions:

(a) That approval from the Regional Police Services be received;

(b) That the applicant provide proof of $2,000,000. public liability insurance naming the Region and the City of Hamilton as an added insured party with a provision for cross liability and holding the Region and the City of Hamilton harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss;

(c) That all barricading, detour signing and traffic control be subject to the direction of the Regional Police Services;

(d) That all barricading be supplied by and at the expense of the applicant;

(e) That temporary road closure signs be installed in advance by the City of Hamilton Traffic Department on the affected roadways if deemed necessary by the Commissioner of Transportation/Environmental Services;

(f) That the applicant ensure that clean-up operations be carried out immediately before the re-opening of the roads to the satisfaction of the Region and at the expense of the event organizer;

(g) That no property owner or resident within the barricaded area be denied access to their property upon request;

(h) That all property owners and tenants in the closure area be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services.

(d) **The Greater Hamilton Aquafest**

The Committee was in receipt of a report from the Senior Director - Roads Department dated 1992 July 13 respecting the Greater Hamilton Aquafest.

The Committee approved the following recommendation:

That the application of the Region of Hamilton-Wentworth (1 James Street South) to temporarily close the following City streets on Saturday, 1992 July 25 from 12:00 noon to 10:00 p.m. and Sunday, 1992 July 26 from 12:00 noon to 8:00 p.m.

Bay Street North from Burlington Street to Guise Street
MacNab Street North from Burlington Street to Guise Street
James Street North from Burlington Street to Guise Street
Hughson Street North from Burlington Street to Guise Street
John Street North from Burlington Street to Guise Street
Catherine Street North from Burlington Street to Guise Street
Mary Street North from Burlington Street to Guise Street
Ferguson Avenue North from Burlington Street to Guise Street
Guise Street from Bay Street to Ferguson Avenue;

in order to hold their annual Greater Hamilton Aquafest be approved subject to the following conditions:

(a) That approval from the Regional Police Services be received;

(b) That the applicant provide proof of $2,000,000. public liability insurance naming the Region and the City of Hamilton as an added insured party with a provision for cross liability and holding the Region and the City of Hamilton harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss;

(c) That all barricading, detour signing and traffic control be subject to the direction of the Regional Police Services;

(d) That all barricading be supplied by and at the expense of the applicant;

(e) That temporary road closure signs be installed in advance by the City of Hamilton Traffic Department on the affected roadways if deemed necessary by the Director of Traffic Services and at the expense of the applicant;

(f) That the applicant ensure that clean-up operations be carried out immediately before the re-opening of the roads to the satisfaction of the City and at the expense of the event organizer;

(g) That no property owner or resident within the barricaded area be denied access to their property upon request;

(h) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services.

(e) **Fundraising Hot Dog Sale - 50 Jackson Street West**

The Committee was in receipt of a report from the Senior Director - Roads Department dated 1992 July 10 respecting a fundraising hot dog sale - 50 Jackson Street West.

The Committee approved the following recommendation:

That the application of D. Reid agent for the Hamilton Municipal Employees Credit Union (50 Jackson Street West) to hold a fund raising hot dog sale on the sidewalk in front of 50 Jackson Street West on Thursday, 1992 August 13 from 11:00 a.m. to 2:00 p.m., be approved, subject to the following conditions:

(a) That approval from the Regional Police Services be received;
(b) That the applicant provide proof of $2,000,000. public liability insurance naming the Region and the City of Hamilton as an added insured party with a provision for cross liability and holding the Region and the City of Hamilton harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss;
(c) That the applicant ensure that clean-up operations be carried out immediately following the event to the satisfaction of the Region and at the expense of the event organizer.

(f) **Incorporation Certain City Lands**

The Committee was in receipt of a report from the Senior Director - Roads Department dated 1992 July 10 respecting the incorporation of certain City lands into the street.

The Committee approved the following recommendation:

(a) That the following City land be incorporated into the street as indicated below in order to provide access from the adjacent lands:

- Acadia Drive Parts 30, 3 and 6 - Plan 62R-11096

- Acadia Drive Part 13 - Plan 62R-11922 and Part 15 - Plan 62R-11096.

(b) That the by-law to carry out the incorporation of the said lands into the foregoing street be enacted by City Council.

(c) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the by-law.

6. DIRECTOR OF PROPERTY

(a) **Office Accommodations - School Crossing Program, Traffic Department**

The Committee was in receipt of a report from the Director of Property dated 1992 July 8 respecting Office Accommodations - School Crossing Program, Traffic Department.

The Committee approved the following recommendation:

(a) That the City of Hamilton enter into a new lease agreement with Playfair Developments Ltd. in accordance with the following terms:

Property:	25 Main Street West, Suite 2215, Hamilton
Area:	1,200 square feet
Term:	One (1) year, eleven (11 months) commencing 1992 August 1, terminating 1994 June 30
Rental Rate:	$18. per square foot (Gross) $21,600. annually, $1,800. per month
Escalation:	The City is to pay realty tax and operating cost escalation over the 1991 base year on a proportionate share.
Option to Renew:	The City has the Option to Renew this lease for a further one (1) year. All terms and conditions are to remain the same, save and except, the rental rate which shall be negotiated six (6) months prior to the expiry of the initial term.
Improvement Allowance:	The Lessor will at its cost clean the carpet, bring the space up to professional standards and remove and relocate demising walls prior to occupancy.

(b) That the lease agreement dated 1990 March 9 between the Corporation of the City of Hamilton and Playfair Developments Ltd for Suite 1500, 25 Main Street West be terminated.

(c) That the Mayor and City Clerk be authorized to execute a lease agreement in a form satisfactory to the City Solicitor.

(b) **Sale of Surplus City Lands - Nos. 112 and 116 Chesley Street**

The Committee was in receipt of a report from the Director of Property dated 1992 June 22 respecting the sale of surplus City lands - Nos. 112 and 116 Chesley Street.

The Committee approved the following recommendation:

(a) That an Offer to Purchase, duly executed by Kwong-Yuen Ho and Daniel Cheuk-Kin Yung 1992 June 16 and scheduled for closing on or before 1992 September 25 for a portion of City-owned property composed of part of Lot 31, Registered Plan 823, formerly in the Township of Barton, now in the City of Hamilton, having a frontage of 10.86 metres (35.65 feet) more or less, by a depth of 5.166 metres (16.95 feet) more or less, being irregular in shape and comprising a total area of 37.596 square metres (404.7 square feet) more or less, more particularly described as Part 4 on Registered Plan 62R-10628, being located immediately in front of No. 112 Chesley Street, be approved and completed and the funds derived from the sale of $1. be credited to Account No. CH4X999 00102 (Reserve for Property Purchases).

(b) That the Mayor and City Clerk be authorized and directed to execute the necessary documents.

(c) **Sale of Surplus City Lands - No. 116 Chesley Street, Part 3, Plan 62R-10628**

The Committee was in receipt of a report from the Director of Property dated 1992 July 9 respecting the sale of surplus City Lands at No. 116 Chesley Street, Part 3, Plan 62R-10628.

The Committee approved the following recommendation:

(a) That an Offer to Purchase, duly executed by Fiorisa and Antonio Cirone on 1992 July 6 and scheduled for closing on or before 1992 October 20 for a portion of City-owned property composed of part of Lot 31, Registered Plan 823, formerly in the Township of Barton, now in the City of Hamilton, having a frontage of 12.033 metres (39.48 feet) more or less, by a depth of 5.166 metres (16.95 feet) more or less, being irregular in shape and comprising a total area of 44.675 square metres (480.9 square feet) more or less, more particulary described as Part 3 on Registered Plan 62R-10628 and being located directed in front of No. 116 Chesley Street, be approved and completed and the funds derived from this sale of $1. be credited to Account No. CH4X999 00102 (Reserve for Property Purchases).

(b) That the Mayor and City Clerk be authorized and directed to execute the necessary documents.

7. DIRECTOR OF PUBLIC WORKS

(a) **Proposed Construction of Concrete Sidewalks:**

1. **Limeridge Road (north side) from approximately 400 m east of Upper Wellington Street to approximately 127 m easterly**
2. **Limeridge Road (south side) from Upper Wellington Street to approximately 263 m easterly and from approximately 376 m east of Upper Wellington Street to approximately 69 m easterly.**

The Committee was in receipt of a report from the Director of Public Works dated 1992 July 9 respecting the proposed construction of concrete sidewalks:

1. Limeridge Road (north side) from approximately 400 m east of Upper Wellington Street to approximately 127 m easterly
2. Limeridge Road (south side) from Upper Wellington Street to approximately 263 m easterly and from approximately 376 m east of Upper Wellington Street to approximately 69 m easterly.

The Committee approved the following recommendation:

(a) That the construction of a concrete sidewalk on the north side of Limeridge Road from approximately 400 m east of Upper Wellington Street to approximately 127 m easterly and on the south side of Limeridge Road from Upper Wellington Street to approximately 263 m easterly and from approximately 376 m east of Upper Wellington Street to approximately 69 m easterly proceed as Local Improvements pursuant to Section 12 of the Local Improvement Act at an estimated gross cost of twenty-one thousand dollars ($21,000.) and fifty thousand dollars ($50,000.) respectively as provided in the 1992 portion of the 1992 to 2001 Capital Budget with a City's share of ten thousand, eight hundred and sixty dollars and eighty cents ($10,860.80) and twenty-three thousand, four hundred and forty dollars ($23,440.) respectively and an Owner's share of ten thousand, one hundred and thirty-nine and twenty cents ($10,139.20) and twenty-six thousand, five hundred and sixty dollars ($26,560.) respectively; and

(b) That the Finance and Administration Committee be requested to recommend a source of funds for these Capital Projects; and

(c) That the Senior Director of Roads be authorized to construct these works once all of the necessary approvals have been received.

8. COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES

The Committee was in receipt of a report from the Senior Director, Roads Department dated 1992 July 9 respecting 1992 servicing expenditures related to subdivisions.

The Committee approved the following recommendation:

(a) That the portion of Section 3 of the Fourth Report of the Transport and Environment Committee for 1992 adopted by City Council on 1992 March 10 which refers to approval of engineering schedules for "Claudette Gardens - Phase 1", Hamilton be deleted.

(b) That the portion of Section 6 of the Fifth Report of the Transport and Environment Committee for 1991 adopted by City Council on 1991 March 12, which refers to the approval of the engineering schedules for "Paradise Gate Estates", Hamilton be deleted.

(c) That the submitted schedules of works be adopted for inclusion in the Subdivision Agreements with the Owners for the estimated cost of services in:

1. "CLAUDETTE GARDENS - PHASE 1", Hamilton
   City's Share - nil
   Owner's Share - $324,865.22
2. "PARADISE GATE ESTATES - PHASE 1", Hamilton
   City's Share - nil
   Owner's Share - $290,422.
3. "THE GARDENS OF RYMAL - PHASE 3", Hamilton
   City's Share - $ 5,479.45
   Owner's Share - $166,224.10
4. "THE GARDENS OF RYMAL - PHASE 4", Hamilton
   City's Share - $ 8,317.73
   Owner's Share - $167,563.09
5. "RYMAL SQUARE ESTATES - PHASE 3", Hamilton
   City Share - $62,625.60
   Owner's Share - $55,568.

(d) That the Mayor and City Clerk be authorized and directed to execute the proposed subdivision agreements with the Owners of "Claudette Gardens - Phase 1", Hamilton, "Paradise Gate Estates - Phase 1", Hamilton, "The Gardens of Rymal - Phase 3", Hamilton, "The Gardens of Rymal - Phase 4", Hamilton and "Rymal Square Estates - Phase 3", Hamilton.

(e) That approval of the above-noted clauses be subject to the condition that no work has commenced on the installation of services except as provided for in sub-section (f) below.

(f) That in the event the Owners wish to proceed prior to the registration of the Final Plans and Subdivision Agreements they should be allowed to do so at their own risk provided they enter into standard agreements with the City of Hamilton for pre-servicing.

(g) That the City's share for the services in "The Gardens of Rymal - Phase 3" ($5,479.45), "The Gardens of Rymal - Phase 4 ($8,317.73) and "Rymal Square Estates - Phase 3" ($62,625.60) be approved and that the Finance and Administration Committee recommend the source of funding for these projects.

(h) That the Final Plan for "The Gardens of Rymal - Phase 3" not be released for registration until the Final Plan for "The Gardens of Rymal - Phase 2" has been registered.

(i) That the Final Plan for "The Gardens of Rymal - Phase 4" not be released for registration until the Final Plan for "The Gardens of Rymal, Phase 3" has been registered.

(j) That the Final Plan for "Rymal Square Estates - Phase 3" not be released for registration until the Final Plan for "Rymal Square Estates - Phase 2" has been registered.

9. ALDERMAN M. KISS

White Ribbon Week - Banner

Alderman Kiss informed the Committee that the organizers of "White Ribbon Week" would like to raise a banner across Main Street in front of City Hall promoting "White Ribbon Week", however, the time which they require had been previously booked by another organization. She questioned whether other areas are available for the hanging of banners. Mr. Aston of the Transportation/Environmental Services Department indicated that a number of the railway/bridge crossing locations were utilized for banners, however, approval was required directly from the Railway Companies. Mayor Morrow indicated that on occasion, organizations who have booked a week to fly their banner only required a portion of the week and therefore had agreed to sharing time.

10. ALDERMAN B MORELLI

Intersection of Maple Avenue and Grosvenor Avenue South - Intersection Control

The Committee was in receipt of a report from the Director of Traffic Services dated 1992 May 28 respecting the intersection of Maple Avenue and Grosvenor Avenue South - Intersection Control which the Committee had approved at its last meeting.

Alderman Morelli spoke to the issue and indicated that increased traffic flow had necessitated the need for four-way traffic control at the intersection of Maple Avenue and Grosvenor Avenue South.

Following discussion the Committee agreed that a four-way stop control be implemented at the intersection of Maple Avenue and Grosvenor Avenue.

11. ACTING CLERK

Petition - Sidewalk Reconstruction - Scenic Drive - Referral from City Council 1992 June 30

The Committee was in receipt of a memorandum dated 1992 July 9 from the Acting Clerk respecting a petition for sidewalk reconstruction for Scenic Drive.

The Committee agreed to table this item as it had been satisfactorily dealt with at the Region's Transportation Services Committee.

12. SECRETARY, SINGLE TIER BUREAUCRACY REVIEW STEERING COMMITTEE

SINGLE TIER ADMINISTRATION - A DISCUSSION PAPER

The Committee was in receipt of a memorandum dated 1992 July 10 from the Secretary, Single Tier Bureaucracy Review Steering Committee respecting single tier administration - a discussion paper.

Alderman Wilson indicated an error in the discussion paper with the omission of Alderman Eisenberger as a member of the Committee. Mr. Pavelka stated that he would have this corrected. Alderman Wilson indicated that he had a concern that the City could lose hands-on control with a one-tier bureaucracy. Alderman Merling stated that cost savings is a key issue in this proposal, However, the City should be cautious not to lose out on control over local issues. He further stated that what is being referred to as single tier could be either Regional single tier or City single tier. Following further discussion, the Committee approved that the Report be received.

13. SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE

Water Environment Federation 65th Annual Conference

The Committee was in receipt of a report from the Secretary, Transport and Environment Committee dated 1992 July 15 respecting the Water Environment Federation 65th Annual Conference.

The Committee approved the following recommendation:

(a) That the Chairman or his designate be authorized to attend the Water Environment Federation 65th Annual Conference and Exposition, New Orleans, Louisiana, 1992 September 20 to September 24.

(b) That costs for attendance be allocated to Aldermen Travel Account No. CH55201 10010 from the 1992 Operating Budget.

14. COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES

(a) **Temporary Closure of King Street West between King Street and South Oval**

The Committee was in receipt of a report from the Senior Director, Roads Department dated 1992 July 10 respecting a temporary closure of King Street East between Sterling and South Oval, Westdale Village Festival.

Alderman Kiss questioned whether or not residents have been contacted and informed of this event. Mr. Aston responded that the applicant is responsible to notify area residents as part of the approval process.

The Committee approved the following recommendation:

That the application of A. Sno, agent for the Westdale Business Improvement Association (944 King Street West, Hamilton) to temporarily close King Street West between Paisley Avenue and Marion Avenue from 8:00 a.m., Saturday, 1992 September 19 to 11:59 p.m., be approved subject to the following conditions:

(a) That approval from the Regional Police Services be received;

(b) That the applicant provide proof of $2,000,000. public liability insurance naming the Region and the City of Hamilton as an added insured party with a provision for cross liability and holding the Region and the City of Hamilton harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss;

(c) That all barricading, detour signing and traffic control be subject to the direction of the Regional Police Services;

(d) That all barricading be supplied by and at the expense of the applicant;

(e) That temporary road closure signs be installed in advance by the City of Hamilton Traffic Department on the affected roadways if deemed necessary by the Director of Traffic Services and at the expense of the applicant;

(f) That the applicant ensure that clean-up operations be carried out immediately before the re-opening of the roads to the satisfaction of the City and at the expense of the event organizer;

(g) That no property owner or resident within the barricaded area be denied access to their property upon request;

(h) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services.

(b) **Encroachment Agreement - 337 Strathearne Avenue North**

The Committee was in receipt of a report from the Senior Director, Roads Department dated 1992 July 10 respecting an encroachment agreement for 337 Strathearne Avenue North.

Alderman Eisenberger questioned the first year and annual cost differences. Mr. Aston reported that the first year cost of $112. represents administration fees and the annual fee is just a renewal fee.

The Committee approved the following recommendation:

That the application to retain an inadvertent encroachment (a concrete porch and steps measuring 3.0' x 15.40') at 337 Strathearne Avenue North be approved during the pleasure of City Council provided:

(a) That the owner enter into an agreement satisfactory to the Commissioner of Transportation/Environmental Services to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.

(b) That the Mayor and City Clerk be authorized to sign and execute all necessary documents to implement this agreement.

(c) That the first year fee of $112. and subsequent annual fee of $20. be set for this encroachment.

15. **IN CAMERA**

The Committee agreed to move in camera to discuss an item involving a real estate transaction.

Following a brief in camera session, the Committee moved out of camera. Prior to discussion of the issue, Alderman F. D'Amico declared a conflict of interest, took no part in the discussion and left the meeting.

The Committee approved the following recommendation:

That the Director of Property be authorized to investigate the purchase of 641 Rymal Road West subject to the Treasurer Department identifying a source of funding.

16. **NEW BUSINESS**

Alderman Wilson requested that Item 1 of the Outstanding Items List "Parking Regulations - Albany Avenue between Kenilworth Avenue North and Robins Avenue, be deleted.

17. **ADJOURNMENT**

There being no further business, the Committee meeting adjourned.

Respectfully Submitted,

ALDERMAN H. MERLING, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

Kevin C. Christenson, Secretary

1992 July 20

2(b)(i)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 July 10

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Vespari Place and Megna Court - Intersection Control. **(TEC-139-92)**

RECOMMENDATION:

a) That northbound traffic on Vespari Place be required to stop for eastbound and westbound traffic on Megna Court; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

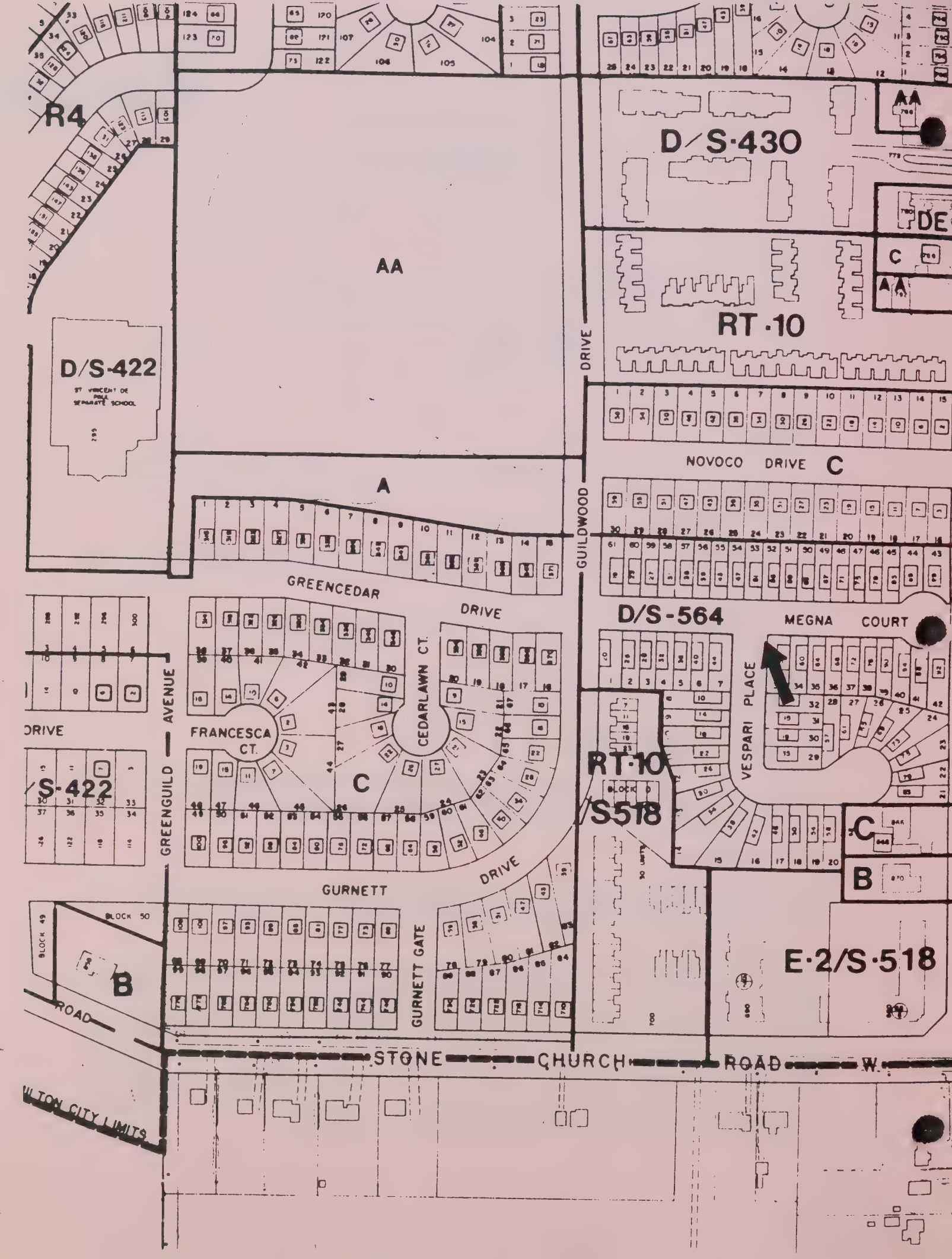
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Alderman Don Ross, that stop control be implemented at the intersection of Vespari and Megna.

The subject intersection is a "T" type intersection, and presently, there are no intersection control signs. Traffic Department records indicate that there have been no reported collisions at this intersection in at least the past seven years. This is an excellent collision record for this type of intersection. However, the Traffic Department supports the principle of stopping one direction of traffic at "T" type intersections, in lieu of the otherwise applicable "right hand rule", which may not be clearly understood by all motorists. Therefore, the Traffic Department recommends that northbound traffic on Vespari be required to stop for eastbound and westbound traffic on Megna.


R4
AA
D/S-430
DE
C
A
RT-10
D/S-422
ST VINCENT DE PAUL SEPARATE SCHOOL
DRIVE
GUILDWOOD
NOVOCO DRIVE
C
GREENCEDAR
DRIVE
D/S-564
MEGNA COURT
VESPARI PLACE
CEDARLAWN CT.
FRANCESCA CT.
C
GREENGUILD AVENUE
S-422
RT-10
/S518
C
B
GURNETT
DRIVE
BLOCK 50
BLOCK 49
B
ROAD
GURNETT GATE
E-2/S-518
STONE CHURCH ROAD W.
TON CITY LIMITS

2(B)(i)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 July 10

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Donn Avenue and Highridge Avenue - Intersection Control. **(TEC-137-92)**

RECOMMENDATION:

a) That northbound traffic on Donn Avenue be required to stop for eastbound and westbound traffic on Highridge Avenue; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

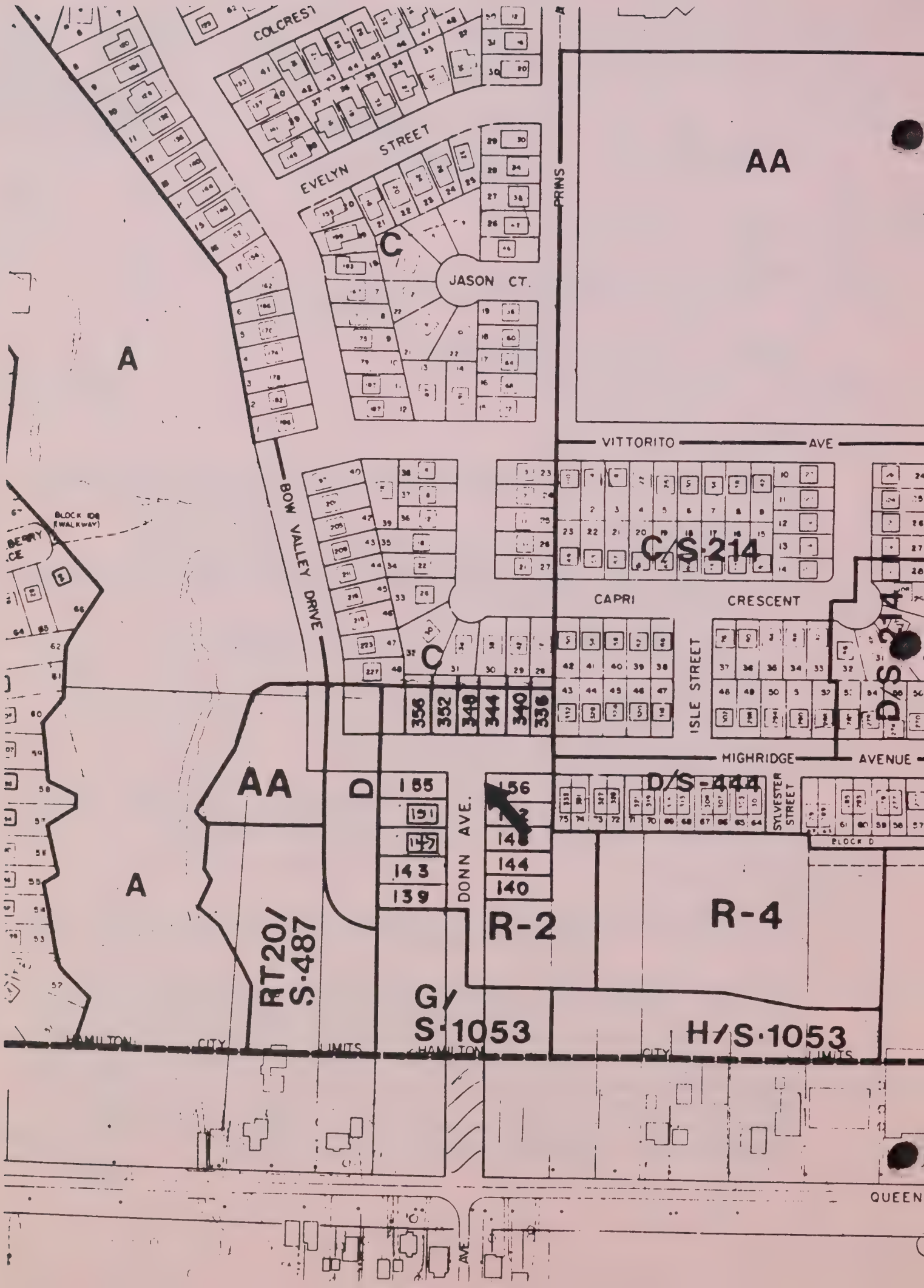
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The recently constructed intersection of Donn and Highridge, in the Riverdale East Neighbourhood, is now open to vehicular traffic.

The subject intersection is a "T" type intersection, and presently, there are no intersection control signs. Traffic Department records indicate that there have been no reported collisions at this intersection since its recent construction. This is an excellent collision record for this type of intersection. However, the Traffic Department supports the principle of stopping one direction of traffic at "T" type intersections, in lieu of the otherwise applicable "right hand rule", which may not be clearly understood by all motorists. Therefore, the Traffic Department recommends that northbound traffic on Donn be required to stop for eastbound and westbound traffic on Highridge.


COLCREST
EVELYN STREET
PRINS
AA
C
JASON CT.
A
VITTORITO AVE
BOW VALLEY DRIVE
BLOCK 109 (WALKWAY)
C/S-214
CAPRI CRESCENT
ISLE STREET
D/S-214
358
352
348
344
340
336
HIGHRIDGE AVENUE
D/S-444
SYLVESTER STREET
BLOCK D
AA
D
155
151
147
143
139
DONN AVE.
156
14
144
140
R-2
R-4
A
RT20/S-487
G/S-1053
H/S-1053
HAMILTON CITY LIMITS
HAMILTON CITY LIMITS
QUEEN
AVE.

2(B)(i)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 July 22

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Flatt Avenue and Glenside Avenue - Intersection Control. **(TEC-143-92)**

RECOMMENDATION:

That no action be taken on the request for four-way stop control at the intersection of Flatt Avenue and Glenside Avenue.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

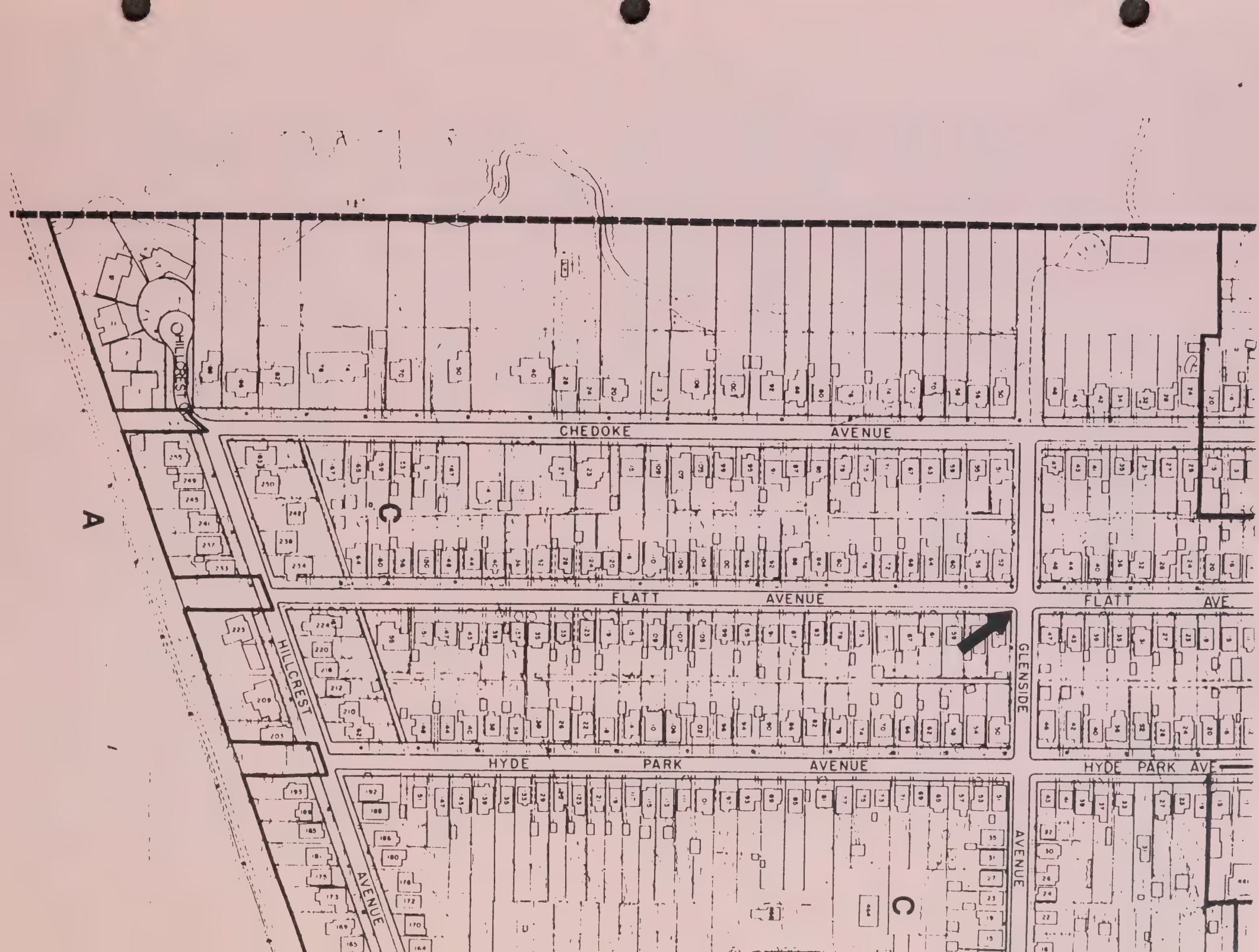
The installation of unwarranted all-way stop control at intersections such as this results in increased motor vehicle operating costs in the order to $10,000.00 annually.

BACKGROUND:

Alderman Mary Kiss has advised of concerns expressed by area residents regarding the speed and volume of traffic on Flatt in the vicinity of Glenside and has requested that four-way stop control be implemented at the intersection of Flatt and Glenside.

The subject intersection is a four-leg intersection, and presently, eastbound and westbound traffic on Glenside is required to stop for northbound and southbound traffic on Flatt. Traffic Department records indicate that there have been no reported collisions at this intersection in the past seven years. This is an excellent collision history for this type of intersection.

The Traffic Department has assessed this request and have their usual concerns respecting unwarranted four-way stop control, including the fact that there is no collision problem at this intersection, unnecessary stop signs have extremely harmful environmental affects, stop signs have no effect on the volume of traffic, and unwarranted stop signs create disrespect by the motorists to the extent that the observation of stop signs is deteriorating every year. Therefore, for the above-mentioned reasons, the Traffic Department does not support the request for four-way stop control at this intersection.


CHEDOKE AVENUE
FLATT AVENUE
FLATT AVE.
HYDE PARK AVENUE
HYDE PARK AVE
HILLCREST
HILLCREST
GLENSIDE
AVENUE
AVENUE
A
C
C

2(B)(i)(d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 August 07

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Franklin Avenue and Longwood Road North - Intersection Control. **(TEC-142-92)**

RECOMMENDATION:

That no action be taken on the request for four-way stop control at the intersection of Franklin Avenue and Longwood Road North.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The installation of unwarranted all-way stop control at intersections such as this results in increased motor vehicle operating costs in the order to $10,000.00 annually.

BACKGROUND:

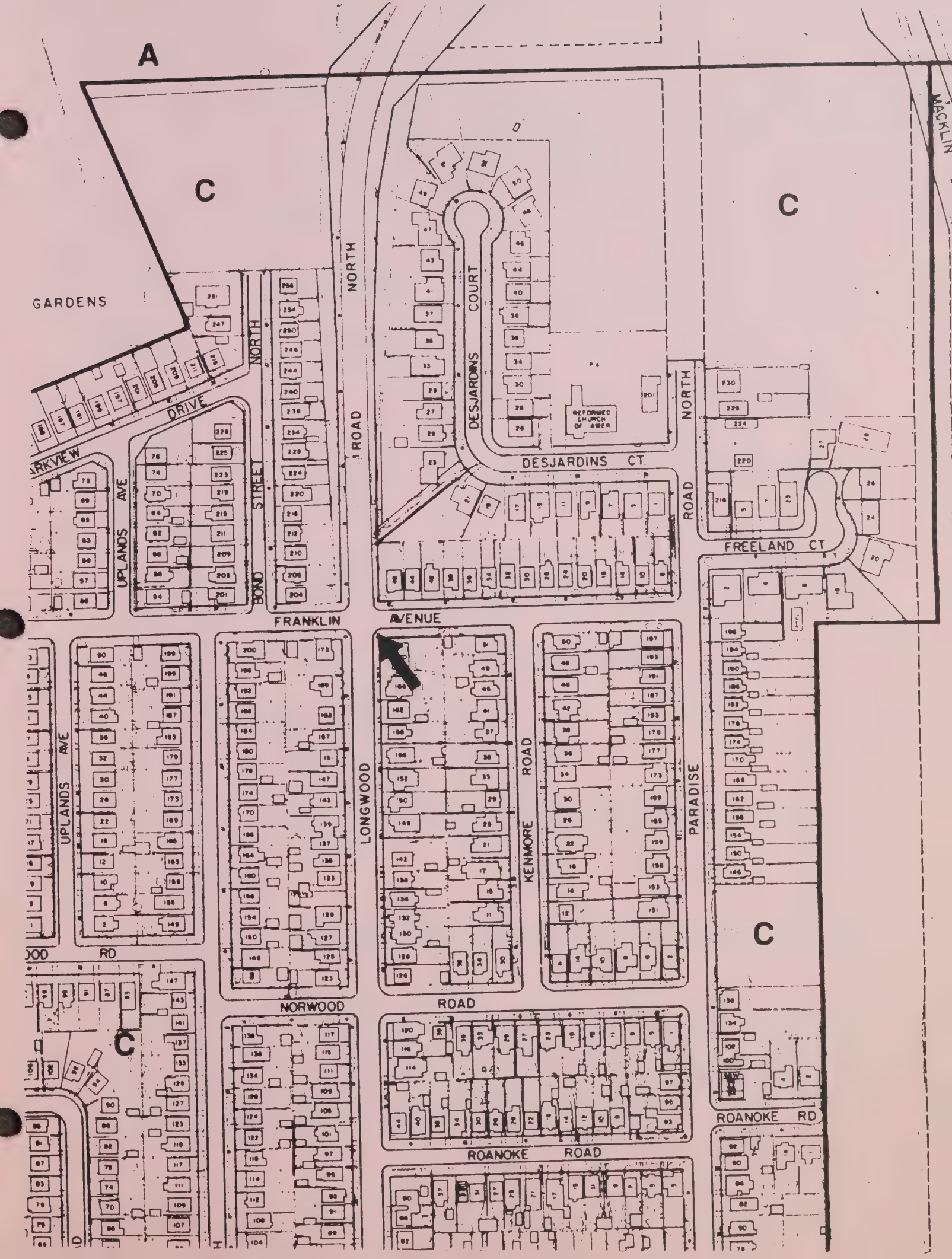
Alderman Terry Cooke and Alderman Mary Kiss have advised of concerns expressed by area residents regarding the speed and volume of traffic on Longwood Road North in the vicinity of Franklin Avenue and have requested that four-way stop control be implemented at the intersection of Franklin Avenue and Longwood Road North.

The subject intersection is a four-leg intersection, and presently, eastbound and westbound traffic on Franklin Avenue is required to stop for northbound and southbound traffic on Longwood Road North. Traffic Department records indicate that there have been no reported collisions at this intersection in the past seven years. This is an excellent collision record for this type of intersection.

Longwood Road North is an unusual street in that traffic volumes are normally light carrying local traffic to and from King Street. However, the volume increases considerably on weekends when motorists visit Princess Point. Longwood Road traffic is presently required to stop at Norwood Road, which is only 650 feet south of Franklin Avenue.

The Traffic Department has assessed this request and has the usual concerns respecting unwarranted four-way stop control, including the fact that there is no collision problem at this intersection, unnecessary stop signs have extremely harmful environmental affects, stop signs have no effect on the speed and volume of traffic, and unwarranted stop signs create disrespect by the motorists to the extent that the observation of stop signs is deteriorating every year.

Also, due to the grade of the roadway on Longwood Road North at Franklin Avenue, the Traffic Department would anticipate a high degree of stop sign violations during inclement weather conditions since southbound motorists on Longwood Road North would be reluctant to stop on the top of this incline for fear of sliding back down. This could lead to a more serious condition if pedestrians crossing the street expect the motorist to come to a stop, and the motorist, for whatever reason, fails to stop for the stop sign. Therefore, for the above-mentioned reasons the Traffic Department does not support the request for four-way stop control at this intersection.


A
C
C
C
C
C
GARDENS
NORTH
DRIVE
PARKVIEW
UPLANDS AVE
BOND STREET
NORTH
ROAD
FRANKLIN
AVENUE
DESJARDINS COURT
DESJARDINS CT.
REFORMED CHURCH OF AMER
NORTH
ROAD
FREELAND CT
MACKLIN
UPLANDS AVE
RD
LONGWOOD
NORWOOD
ROAD
KENMORE
ROAD
PARADISE
ROANOKE RD
ROANOKE
ROAD

2(b)(i)(e)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 August 4

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Toro Drive and Greenhill Avenue - Corner Clearance. **(TEC-150-92)**

RECOMMENDATION:

a) That a "No Stopping" regulation be implemented on the east side of Toro Drive commencing at Greenhill Avenue and extending to a point 70 feet southerly therefrom; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

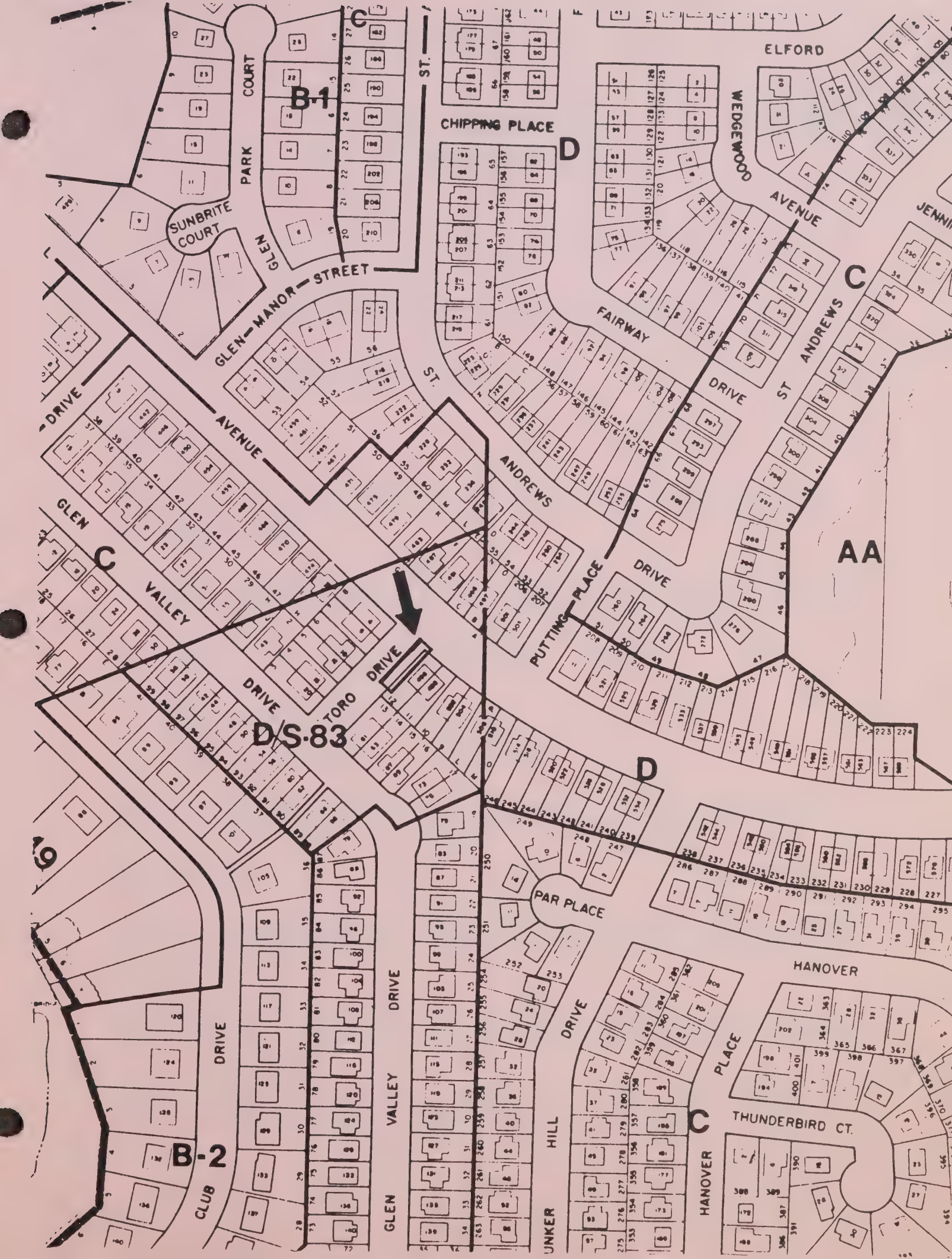
Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Dominic Agostino has advised of a concern expressed by area residents regarding parked vehicles on both sides of Toro creating problems for motorists turning from Greenhill onto Toro.

Toro has a 28 foot pavement width, and presently, there is unrestricted free parking on both sides of the street in this area. An investigation has confirmed that when vehicles are parked on both sides of Toro, turning movements at Greenhill are obstructed to some degree. Therefore, in order to facilitate turning movements, the Traffic Department recommends that a 70 foot "No Stopping" regulation be implemented on the east side of Toro immediately south of Greenhill.

The implementation of the proposed regulation will result in the loss of approximately two legal on-street parking spaces on the east side of the street immediately south of Greenhill. However, since virtually all residents in this area have available off-street parking, staff do not anticipate any parking difficulties for area residents.


ELFORD
CHIPPING PLACE
WEDGEWOOD
AVENUE
PARK COURT
SUNBRITE COURT
GLEN
GLEN-MANOR-STREET
B-1
C
D
FAIRWAY
DRIVE
ST ANDREWS
AA
PUTTING PLACE
GLEN VALLEY
TORO DRIVE
DS-83
PAR PLACE
HANOVER
PLACE
THUNDERBIRD CT.
B-2
CLUB
HILL

2(B)(i)(f)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 July 29

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Lane Control for Southbound Traffic on Nebo Road at Rymal Road. **(TEC-144-92)**

RECOMMENDATION:

a) That the second lane from the west curb on Nebo Road from 100 feet north of Rymal Road to Rymal Road be designated for left turns only; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been provided in the Traffic Department operating budget to cover the cost of installing, erecting and maintaining the required signs.

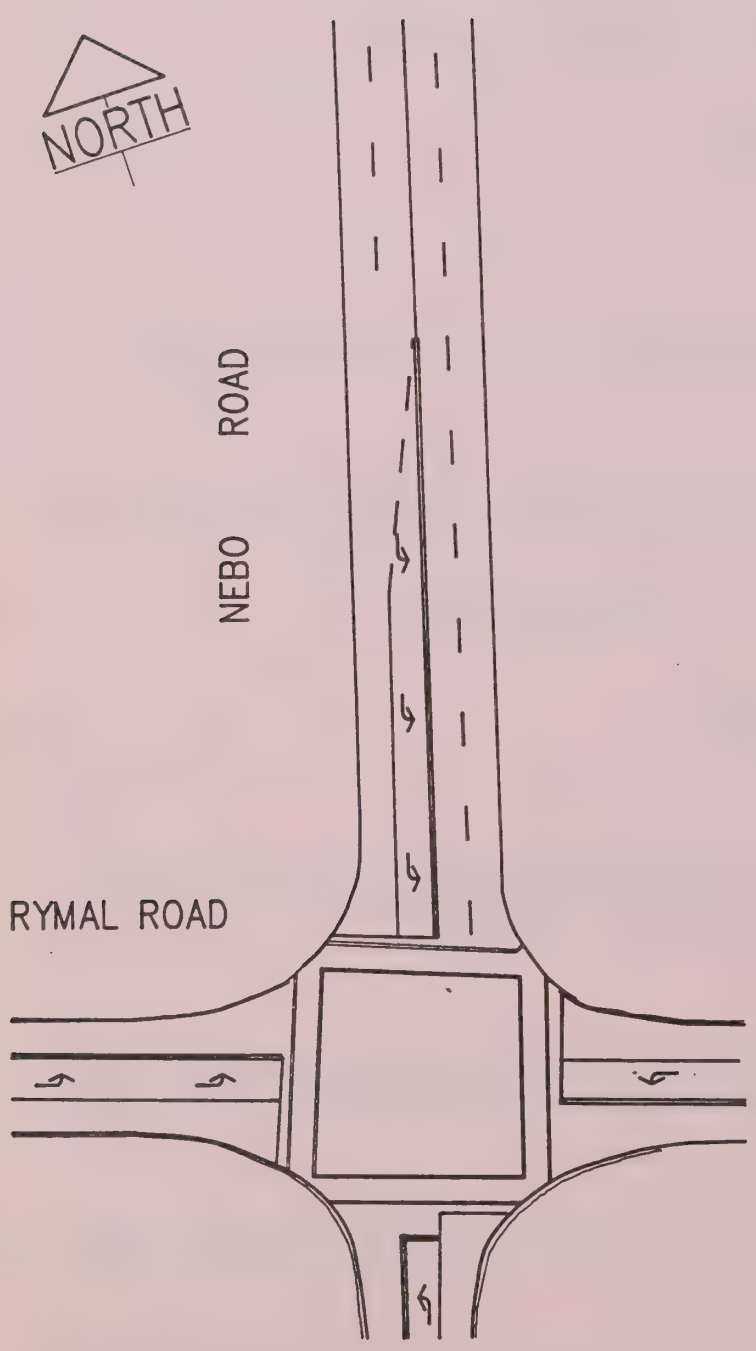
BACKGROUND:

Recently, the pavement markings on Nebo Road north of Rymal Road have been changed from two lanes to four lanes. Four lane marking is more appropriate for the traffic volume and road width in this area.

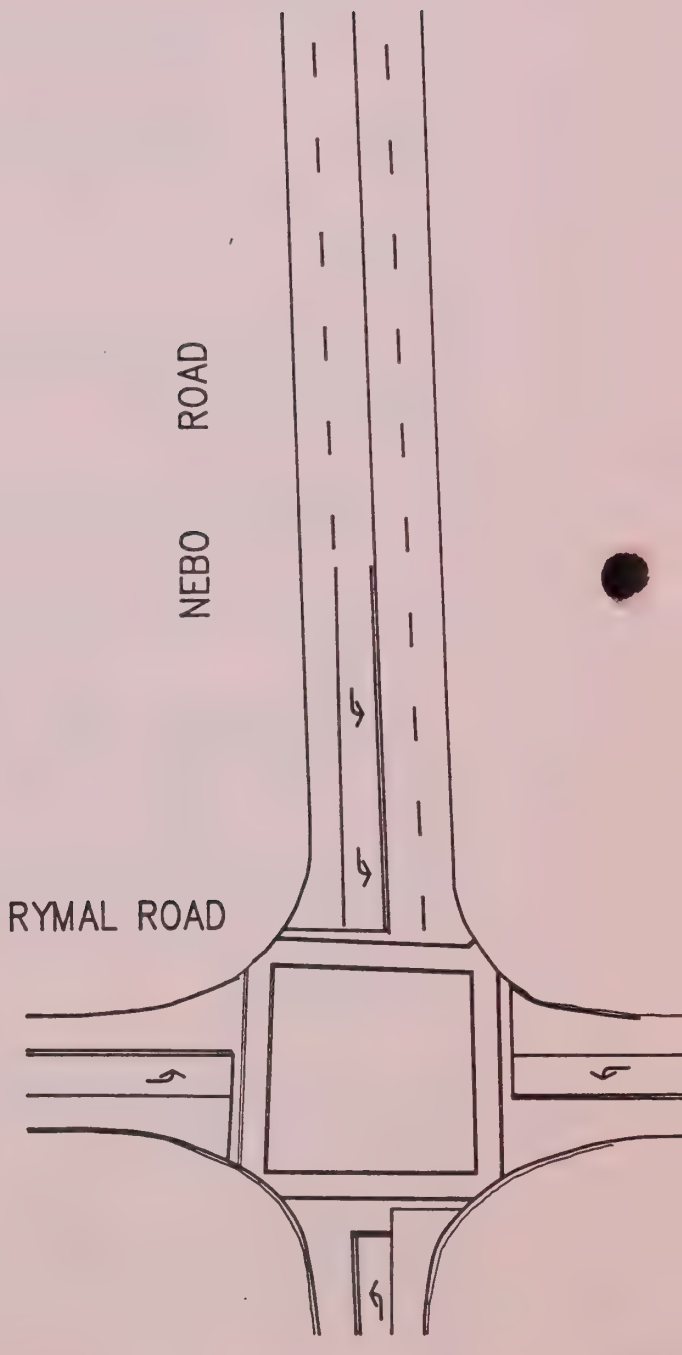
Nebo Road south of Rymal Road is two lanes wide only. Therefore, it is necessary to require one of the two southbound lanes to turn. The preferable arrangement is to require traffic in the southbound median lane to turn left.

Therefore, it is recommended that the second lane from the west curb be designated as a left turn only lane for southbound traffic on Nebo Road approaching Rymal Road.

FIGURE 1



EXISTING MARKINGS



PROPOSED MARKINGS

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 August 4

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Barton Street West between Ray Street North and Oxford Street - Parking Regulations. **(TEC-152-92)**

RECOMMENDATION:

a) That a "One Hour Parking Time Limit, 24 hours a day, seven days a week" regulation be implemented on the south side of Barton Street West between Ray Street North and Oxford Street; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a petition signed by representatives of all four of the one, two and three family dwellings abutting Barton between Ray and Oxford, requesting that a "One Hour parking Time Limit, 24 hours a day, seven days a week" regulation be implemented on the south side of the street in this block. All four of the abutting residents are in favour of the requested regulation.

Barton has a 41 foot pavement width, and presently, parking is prohibited on the north side and there is unrestricted free parking on the south side of the street except for a 55 foot "No Stopping" regulation immediately west of Oxford. The resident who circulated the petition has expressed concern regarding long-term non-resident parking by area employees. The implementation of the requested regulation would reduce long-term non-resident parking in this block and area residents would be entitled to purchase permits at a cost of $24.00 (plus G.S.T.) per permit each year to exempt their vehicle from the signed time limit. Therefore, since all of the abutting residents are in favour of the requested regulation, the Traffic Department concurs with this request.


K
K
K
E
SEH STREET
NORTH STREET
BARTON STREET WEST
STREET
LOCKE STREET
CROOKS
MAGILL STREET
RAY STREET
OXFORD STREET
GREIG STREET
LITTLE GREIG ST.
D
D
D
D
H/S·641
H/S·555
H/S·481
SITE PLAN CONTROL BY-LAW 80-120
H/S·700a&
H/S·745
SITE PLAN CONTROL BY-LAW 80-013
H/S·745
H/S·481
E/S·481
E/S·481c
H/S·520
H/S·745
H/S·481
SITE PLAN CONTROL BY-LAW 80-013
BOULEVARD
INCHBURY
E·3/S·138
D/S·450
D/S·450 & S·1043
A/S·450
SITE PLAN CONTROL BY-LAW 80-013
H/S·520a
SITE PLAN CONTROL BY-LAW 80-082
A/S·450
YORK STREET PARK
FLORENCE STREET
NORTH
H/S·745
H/S·881
H/S·481

2(B)(ii)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 August 05

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Whitfield Avenue - Parking Regulations **(TEC-155-92)**

RECOMMENDATION:

a) That a "No Stopping" regulation be implemented on the north side of Whitfield Avenue commencing at Gage Avenue North and extends to a point 72 feet westerly therefrom; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a letter from Ms. Patricia Crane of the Family Life Program, Family Services, 337 Gage Avenue North expressing concern regarding parked and stopped vehicles on the north side of Whitfield opposite the front doors of her school. These vehicles create congestion and turning movement difficulties while vans are stopped in front of the Family Life Program loading and unloading disabled persons. She has

2(BXiiXc)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 July 30

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Biggar Avenue - Parking Regulations. **(TEC-147-92)**

RECOMMENDATION:

a) That a "Three Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday regulation be implemented on the north side of Biggar Avenue commencing at a point 457 feet east of Sherman Avenue and extending to a point 293 feet west of Lottridge Street; and

b) That a "No Parking" regulation be implemented on the south side of Biggar Avenue commencing at Sherman Avenue and extending to Lottridge Street; and

c) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

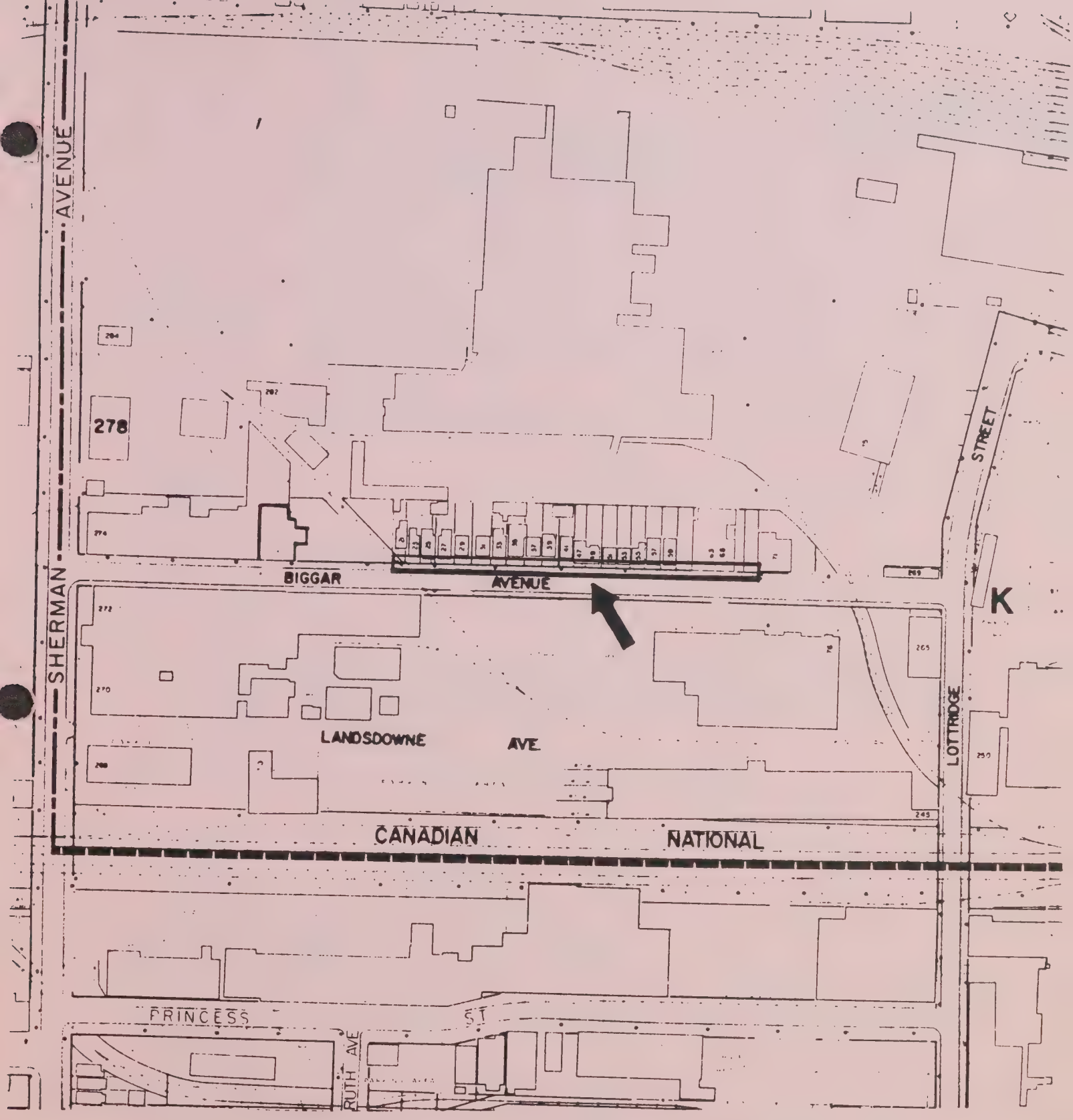
Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a petition signed by representatives of 16 of the 18 one, two and three family dwellings abutting Biggar between Sherman and Lottridge, requesting that the existing "Three Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the south side of the street be switched to the north side. Eleven residents are in favour and five are opposed to the requested changes to the existing parking regulations.

Biggar has a 30 foot pavement width, and presently, parking is prohibited on both sides of the street except for a 328 foot "Three Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the south side of the street in the middle of the block.

The residents have expressed concern regarding a lack of on-street parking in this area. An investigation has revealed that an addition 12 on-street parking spaces could be provided by switching the time limit regulation to the north side of the street. Therefore, since 61 percent of the abutting residents are in favour of the requested regulation, the Traffic Department concurs with the request.


AVENUE
278
STREET
BIGGAR
AVENUE
K
SHERMAN
LANDSDOWNE
AVE
LOTTRIDGE
CANADIAN
NATIONAL
PRINCESS
ST
RUTH AVE

2(B)(i)(d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 August 6

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Britannia Avenue - Parking Regulations. **(TEC-149-92)**

RECOMMENDATION:

a) That the existing "No Parking" regulation on the south side of Britannia Avenue between Ottawa Street North and London Street North be shortened such that the regulation commences at Ottawa Street North and extends to a point 235 feet easterly therefrom; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

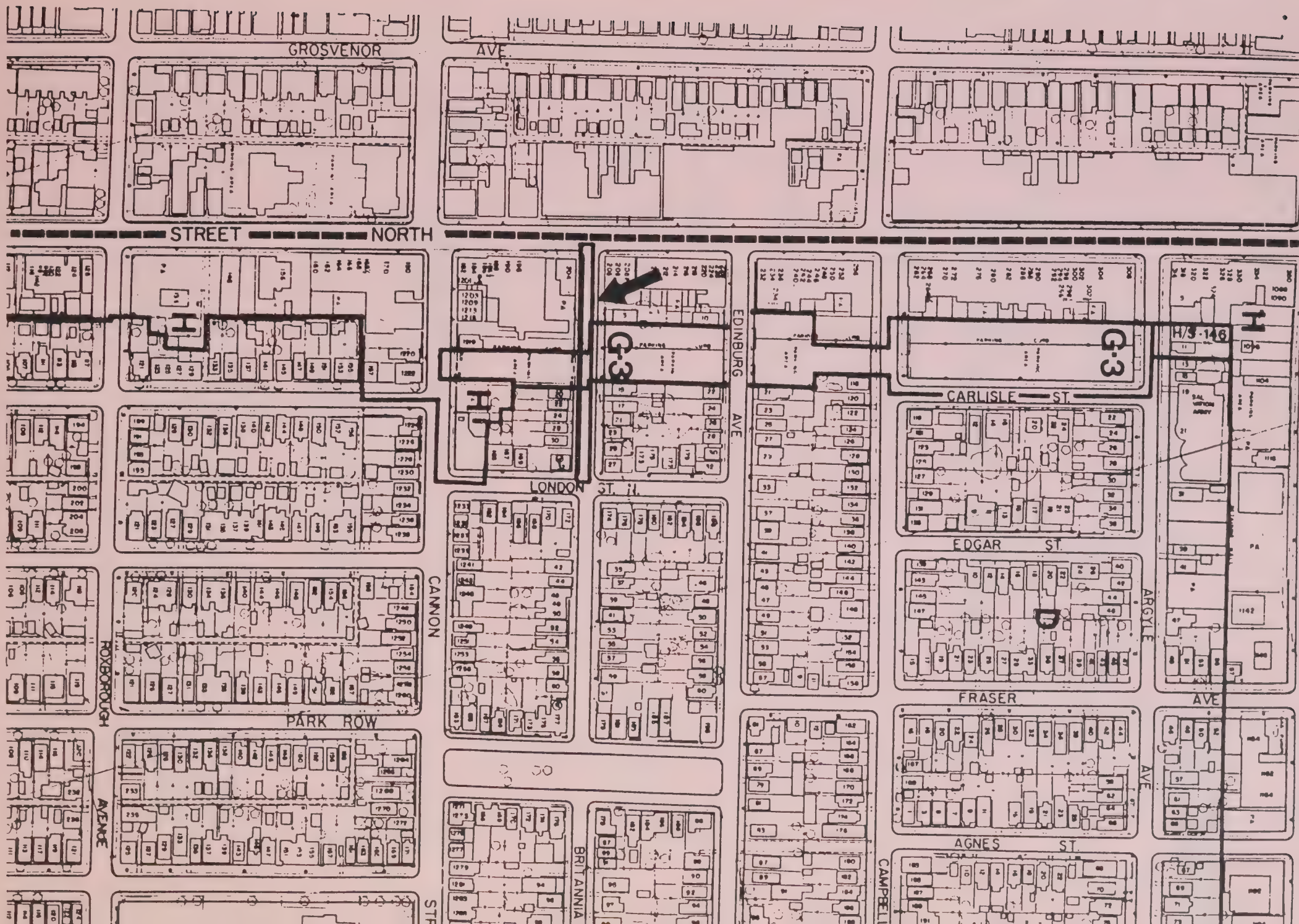
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of removing the subject signs.

BACKGROUND:

The Traffic Department has received a petition signed by representatives of 10 of the 13 one, two and three family dwellings abutting Britannia Ave. between Ottawa St. and London St., requesting that the existing "No Parking" regulation be removed from the south side of the street in this block. Seven residents are in favour and three are opposed to the requested changes.

Britannia Ave. has a 24 foot pavement width, and presently, parking is prohibited on both sides of the street in this block. The existing parking prohibitions were implemented many years ago to provide easy access between Ottawa St. and the Parking Authority lots at the rear of the commercial businesses on Ottawa St. The resident who circulated the petition has expressed concern regarding a lack of on-street parking. Therefore, since 54 percent of the abutting residents are in favour of removing the existing "No Parking" regulation, the Traffic Department concurs with this request but recommends that a parking prohibition be maintained on the south side of the street west of the parking lot to encourage motorists to enter and exit the parking lots via Ottawa St. rather than travelling down Britannia Ave. east of the parking lots and in front of residential properties.


GROSVENOR
AVE
STREET
NORTH
H
H1
G-3
EDINBURG
AVE
LONDON
ST.
CARLISLE
ST.
H/3-146
EDGAR
ST.
FRASER
AVE
AGNES
ST.
CANNON
ROXBOROUGH
PARK ROW
AVENUE
BRITANNIA
CAMPBELL
ARGYLE

2(B)(i)(e)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 August 5

REPORT TO: Kevin Christenson
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

William Street between Barton Street East and Birge Street - Parking Regulations. [TEC-154-92]

RECOMMENDATION:

a) That the existing "One Hour Parking Time Limit, 24 hours a day, 7 days a week" regulation on William Street between Barton Street East and Birge Street be removed; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

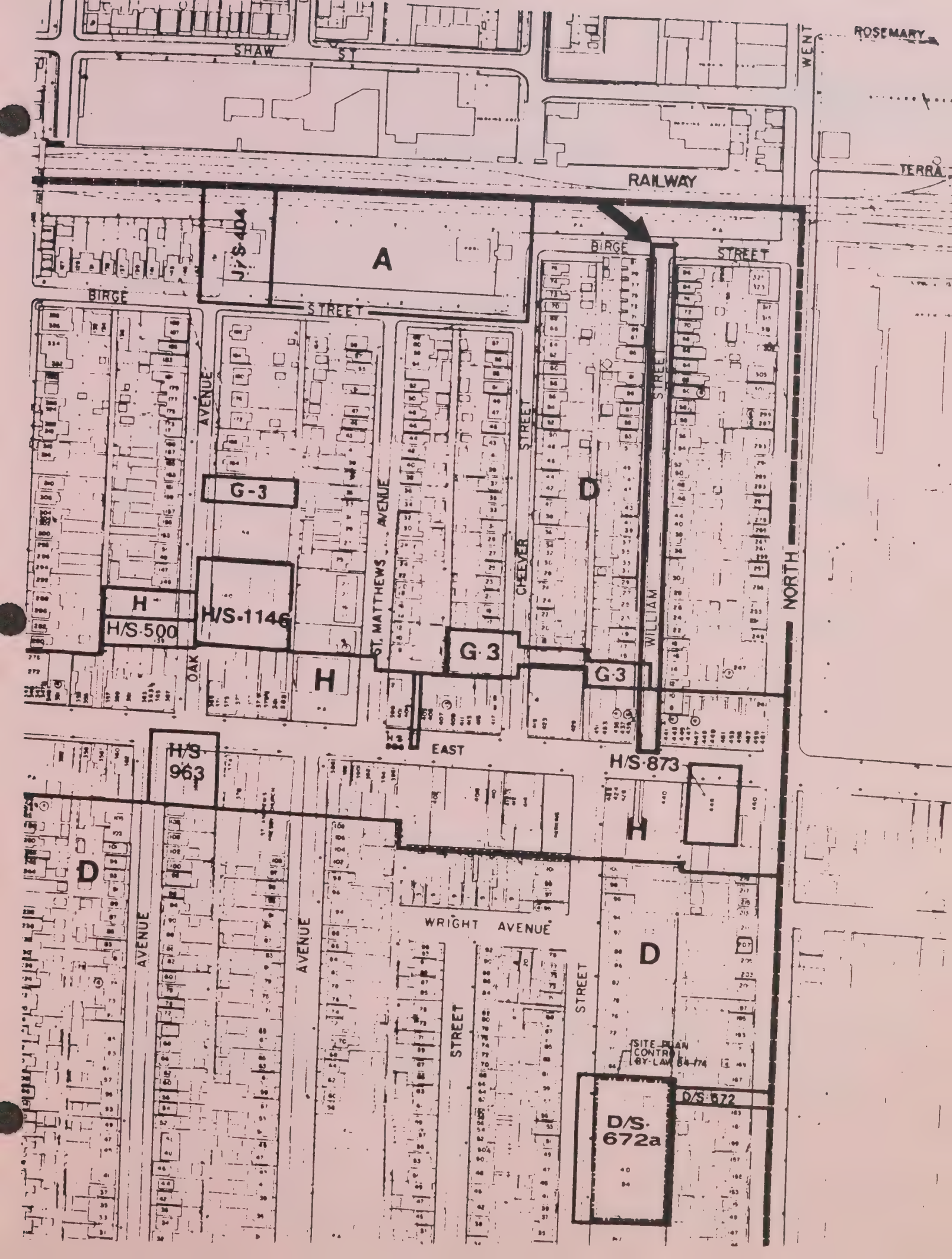
Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a petition signed by representatives of 44 of the 66 one, two and three family dwellings abutting William between Barton and Birge, requesting that the existing "One Hour Parking Time Limit, 24 hours a day, seven days a week" regulation be removed from both sides of the street in this block. Thirty-nine residents are in favour and five are opposed to the requested changes to the existing regulations.

William has a 24 foot pavement width, and presently, there is an "Alternate Side Parking" regulation in conjunction with a "One Hour Parking Time Limit, 24 hours a day, seven days a week" regulation on the street in this block.

City Council approved a request on 1991 June 25, to implement a "One Hour Parking Time Limit, 24 hours a day, seven days a week" regulation on William between Barton and Birge. However, residents have since requested that this regulation be removed as long-term parking by area residents appears to no longer be a concern. Therefore, since 59 percent of the abutting residents are in favour of removing the time limit regulation, the Traffic Department concurs with this request.


SHAW ST
ROSEMARY
WENT
RAILWAY
TERRA
A
J/S-404
BIRGE STREET
BIRGE STREET
AVENUE
G-3
H
H/S-500
H/S-1146
H
ST. MATTHEWS AVENUE
CHEEVER STREET
G-3
G-3
D
WILLIAM STREET
NORTH
OAK
EAST
H/S 963
H/S-873
H
D
AVENUE
AVENUE
WRIGHT AVENUE
STREET
D
STREET
SITE PLAN CONTROL BY-LAW 84-174
D/S-672
D/S-672a

2(B)(ii)(5)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 27 July 1992

REPORT TO: Kevin Christenson
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Rice Avenue between Mohawk Road West and Sanatorium Road - Overnight Parking Prohibition [TEC-145-92]

RECOMMENDATION:

(a) That Rice Avenue between Mohawk Road West and Sanatorium Road be deleted from the through street system; and

(b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

A resident of Rice Avenue recently wrote to His Worship Mayor Robert M. Morrow and Aldermen Don Ross and Frank D'Amico, respecting the need for residents in the townhouse development at the intersection of Mohawk and Rice to be able to park overnight on Rice Avenue.

The Traffic Department has reviewed the need to designate Rice Avenue as a "through street", upon which overnight parking is prohibited by the Traffic By-law. It appears that the only reason that this designation is in effect is that this is the principle access to the Chedoke Hospital, and it was considered important to have unencumbered access to the hospital during periods of snow storms.

After reviewing this matter with the Public Works Department, it is concluded that the "through street" designation may not be necessary, since the width of the road is adequate to minimize any snow removal problems. Therefore, it is recommended that the "through street" designation be rescinded.

25	26	26
103	134	133

CITY OF HAM

2(8)XII(9)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 July 21

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

No. 33 Erie Avenue - Request for a Reserved "Permit Parking" Space for a Disabled Resident. **(TEC-141-92)**

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the east side of Erie Avenue commencing at a point 337 feet south of Main Street East and extending to a point 20 feet southerly therefrom; and

b) That the Director of Traffic Services be authorized to issue one parking permit to Mrs. Bachman, No. 33 Erie Avenue; and

c) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

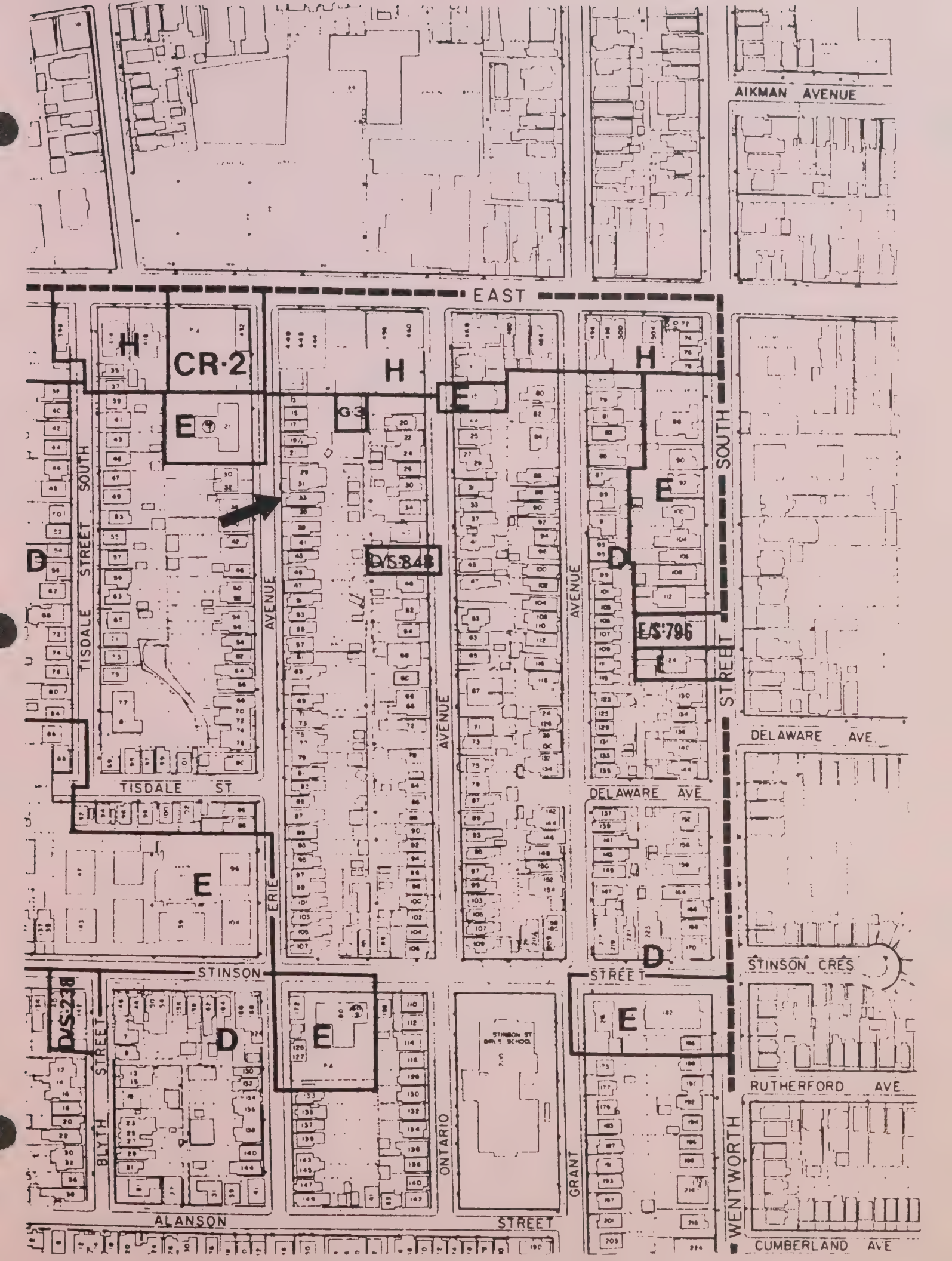
Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $12.00 annual charge for the parking permit will off-set the cost to some degree.

BACKGROUND:

The Traffic Department has received a request from Mrs. Bachman, No. 33 Erie Avenue, that a reserved "Permit Parking" space be designated on the east side of Erie in front of her home since she is disabled.

Erie has a 24 foot pavement width, and presently, there is an "Alternate Side Parking" regulation on the street in this area. Therefore, normal practice is to designate a reserved "Permit Parking" space on both sides of the street. However, Mr. Bachman has advised that she requires a space only when parking is permitted on her side of the street under the existing "Alternate Side Parking" regulation.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. The Traffic Department has confirmed that Mrs. Bachman possesses the valid permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, the Traffic Department concurs with the request.


AIKMAN AVENUE
EAST
CR-2
H
E
D
TISDALE STREET SOUTH
TISDALE ST.
AVENUE
DVS:84
DVS:796
DELAWARE AVE
STREET
SOUTH
DELAWARE AVE.
ERIE
STINSON
STINSON CRES
DVS:238
BLYTH STREET
ONTARIO
GRANT
ALANSON
STREET
RUTHERFORD AVE
WENTWORTH
CUMBERLAND AVE

2(b)(i)(h)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 July 28

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

No. 26 Greig Street - Request to Rescind a Reserved "Permit Parking" Regulation By-law Entry. **(TEC-146-92)**

RECOMMENDATION:

That the existing by-law entry allowing for the implementation of a reserved "Permit Parking" regulation on the west side of Greig Street commencing at a point 276 feet south of Barton Street and extending to a point 22 feet southerly therefrom be rescinded.

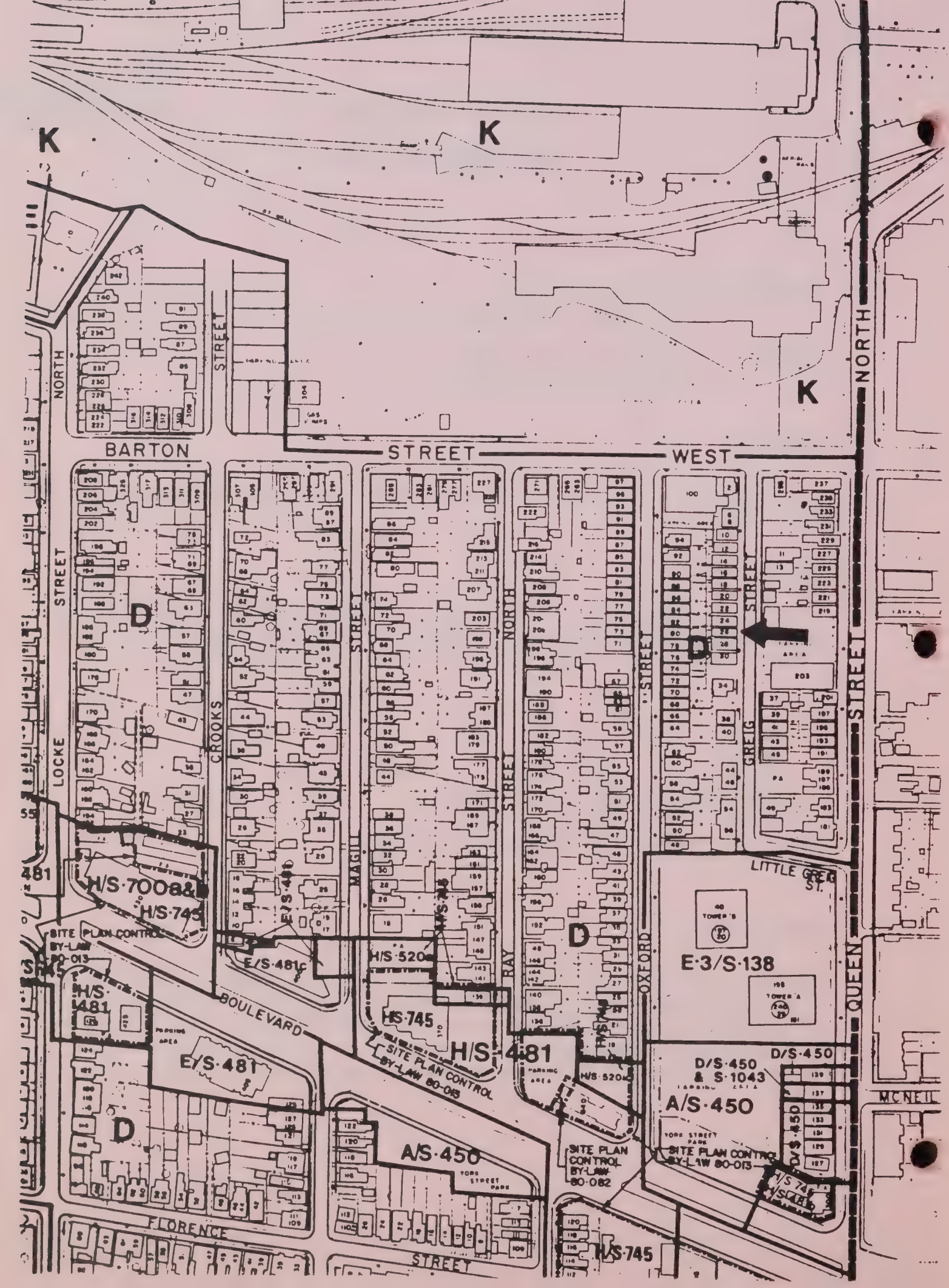
Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

On 1992 June 30, City Council approved a request from Mrs. William Hertel, 26 Greig Street, to implement a reserved "Permit Parking" space on the west side of Greig in front of her home since she is disabled. However, Mrs. Hertel has recently advised that she will be moving on 1992 September 01, and requested that the signs not be erected in front of her home. The Traffic Department has reviewed this matter and concurs with this request.


K
K
K
BARTON
STREET
WEST
NORTH
STREET
LOCKE
STREET
CROOKS
MAGILL
STREET
BAY
STREET
NORTH
OXFORD
STREET
GREIG
STREET
QUEEN
STREET
LITTLE GREIG ST.
MCNEIL
BOULEVARD
FLORENCE
STREET
D
D
D
D
H/S-700&
H/S-745
SITE PLAN CONTROL BY-LAW 80-013
E/S-481
E/S-481c
H/S-520
H/S-745
H/S-481
SITE PLAN CONTROL BY-LAW 80-013
H/S-481
E/S-481
A/S-450
SITE PLAN CONTROL BY-LAW 80-082
H/S-745
E-3/S-138
D/S-450
& S-1043
A/S-450
D/S-450
SITE PLAN CONTROL BY-LAW 80-013
H/S-745

2(b)(i)(i)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 August 4

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

No. 192 Weir Street North - Request for a Reserved "Permit Parking" Space for a Disabled Resident. **(TEC-151-92)**

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the east side of Weir Street North commencing at a point 57 feet south of Britannia Avenue and extending to a point 25 feet southerly therefrom; and

b) That the Director of Traffic Services be authorized to issue one parking permit to Mr. Perks, No. 192 Weir Street North; and

c) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

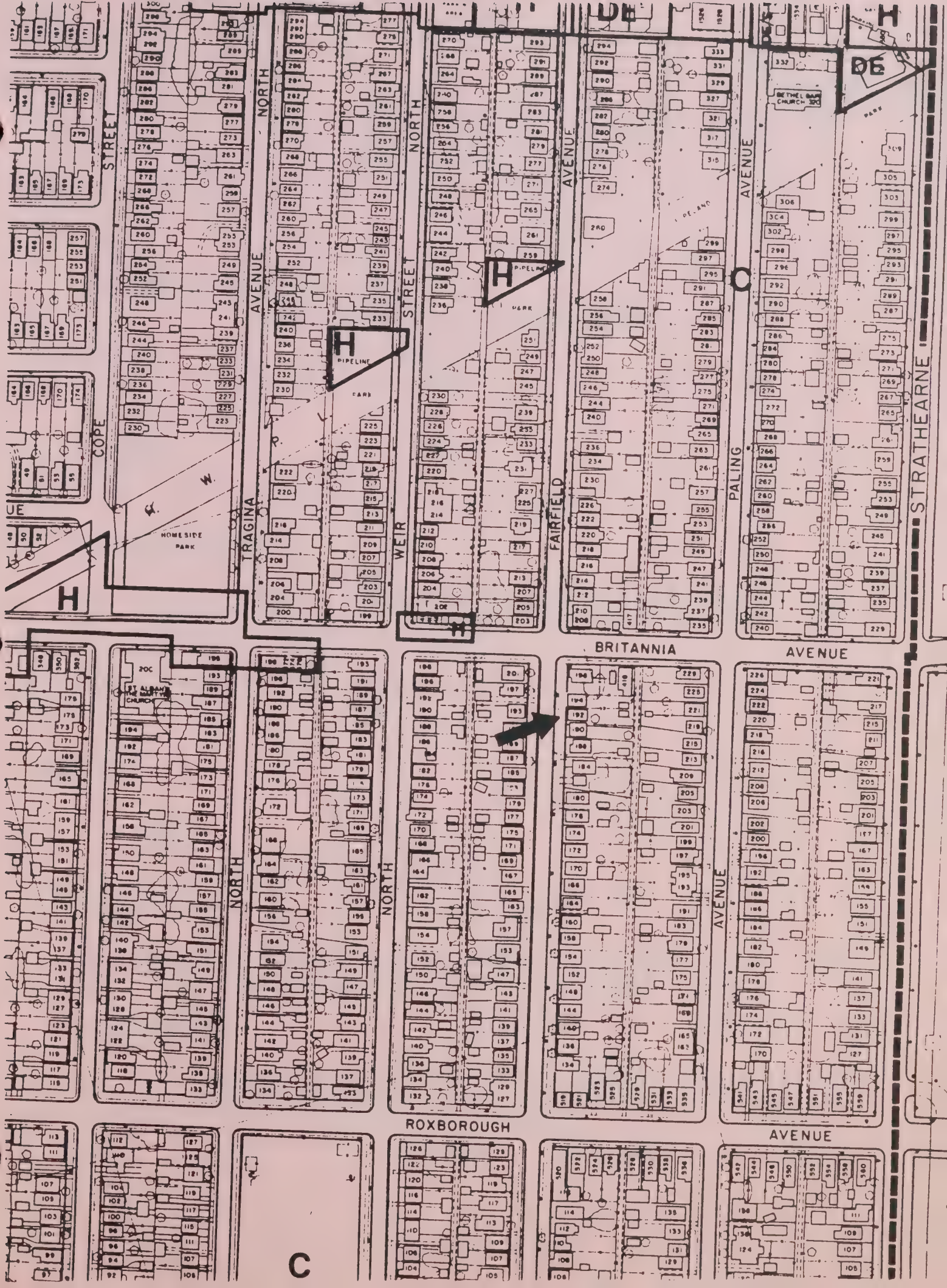
Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $12.00 annual charge for the parking permit will off-set the cost to some degree.

BACKGROUND:

Alderman Dave Wilson has advised of a request from Mr. Perks, No. 192 Weir Street North, that a reserved "Permit Parking" space be designated on the east side of Weir in front of his home since he is disabled.

Weir has a 24 foot pavement width, and presently, there is a "No Parking" regulation on the west side and unrestricted free parking on the east side of the street in this area.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. The Traffic Department has confirmed that Mr. Perks possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, the Traffic Department concurs with the request.


COPE STREET
TRAGINA AVENUE NORTH
WEIR STREET NORTH
FAIRFIELD AVENUE
PALING AVENUE
STRATHEARNE AVENUE
BRITANNIA AVENUE
ROXBOROUGH AVENUE
NORTH AVENUE
HOMESIDE PARK
PIPELINE
PARK
BETHEL CHURCH
ST ALBANS EPISCOPAL CHURCH

2(B)(ii)(5)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 August 10

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Arrowsmith Road - Parking Regulations. **(TEC-123-92)**

RECOMMENDATION:

a) That a "No Stopping" regulation be implemented on the south side of Arrowsmith Road commencing at a point 272 feet west of Centennial Parkway and extending to a point 111 feet westerly therefrom; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

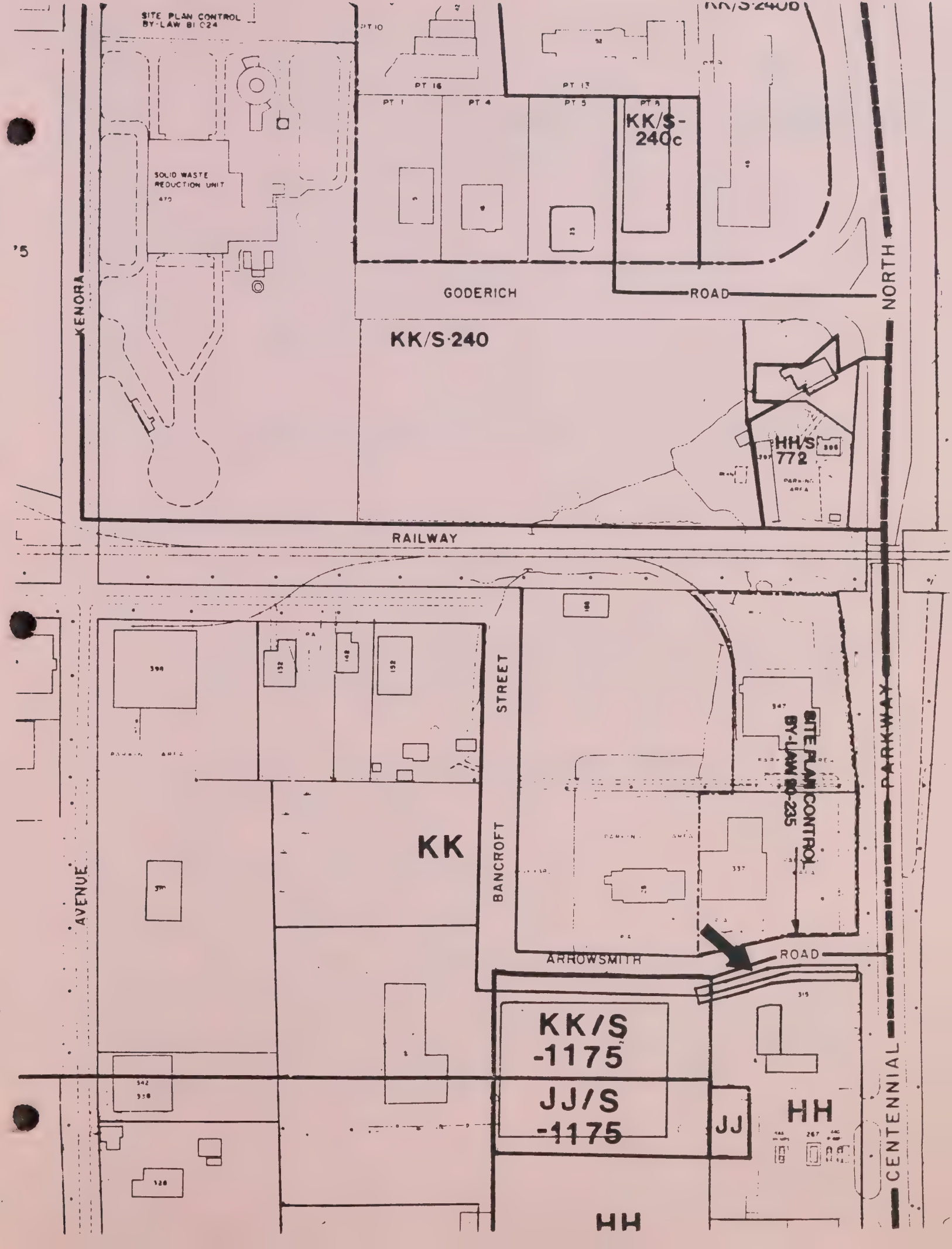
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a letter from Mr. David MacLean of Tod Vehicles Limited, 25 Arrowsmith Road, expressing concern regarding parked trucks on the south side of Arrowsmith Road opposite the driveway to his business.

These trucks are parked for short periods of time while the drivers stop for coffee at the new Tim Hortons, such that delivery trucks are experiencing difficulty entering and exiting Tod Vehicles Limited. Therefore, the Traffic Department recommends that the existing "No Parking" regulation on the south side of Arrowsmith Road commencing at a point 272 feet west of Centennial Parkway and extending to a point 111 feet westerly therefrom be replaced with a "No Stopping" regulation.


SITE PLAN CONTROL BY-LAW 81-024
SOLID WASTE REDUCTION UNIT
KK/S-240
KK/S-240c
KK/S-240b
GODERICH
ROAD
KENORA
NORTH
PARKWAY
HH/S 772
RAILWAY
KK
BANCROFT
STREET
AVENUE
SITE PLAN CONTROL BY-LAW 80-235
ARROWSMITH
ROAD
KK/S -1175
JJ/S -1175
JJ
HH
CENTENNIAL

2(b)(iii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 August 5

REPORT TO: Kevin Christenson
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Neighbourhood Watch Program for the McQueston West, Delta East and Crown Point West Neighbourhoods. [TEC-153-92]

RECOMMENDATION:

a) That the McQueston West, Delta East and Crown Point West Neighbourhoods be designated as Neighbourhood Watch Areas; and

b) That Neighbourhood Watch Signs for the McQueston West, Delta East and Crown Point West Neighbourhoods be erected and maintained by the City of Hamilton Traffic Department, as long as these neighbourhoods maintain an active Neighbourhood Watch Program as determined by the Regional Police Department; and

c) That $2,691.19 of the necessary funds be charged to Account No. CH-55301-75030 (Neighbourhood Watch Program), and the balance of $1,321.31 be charged to Account No. CH-56103-75420.

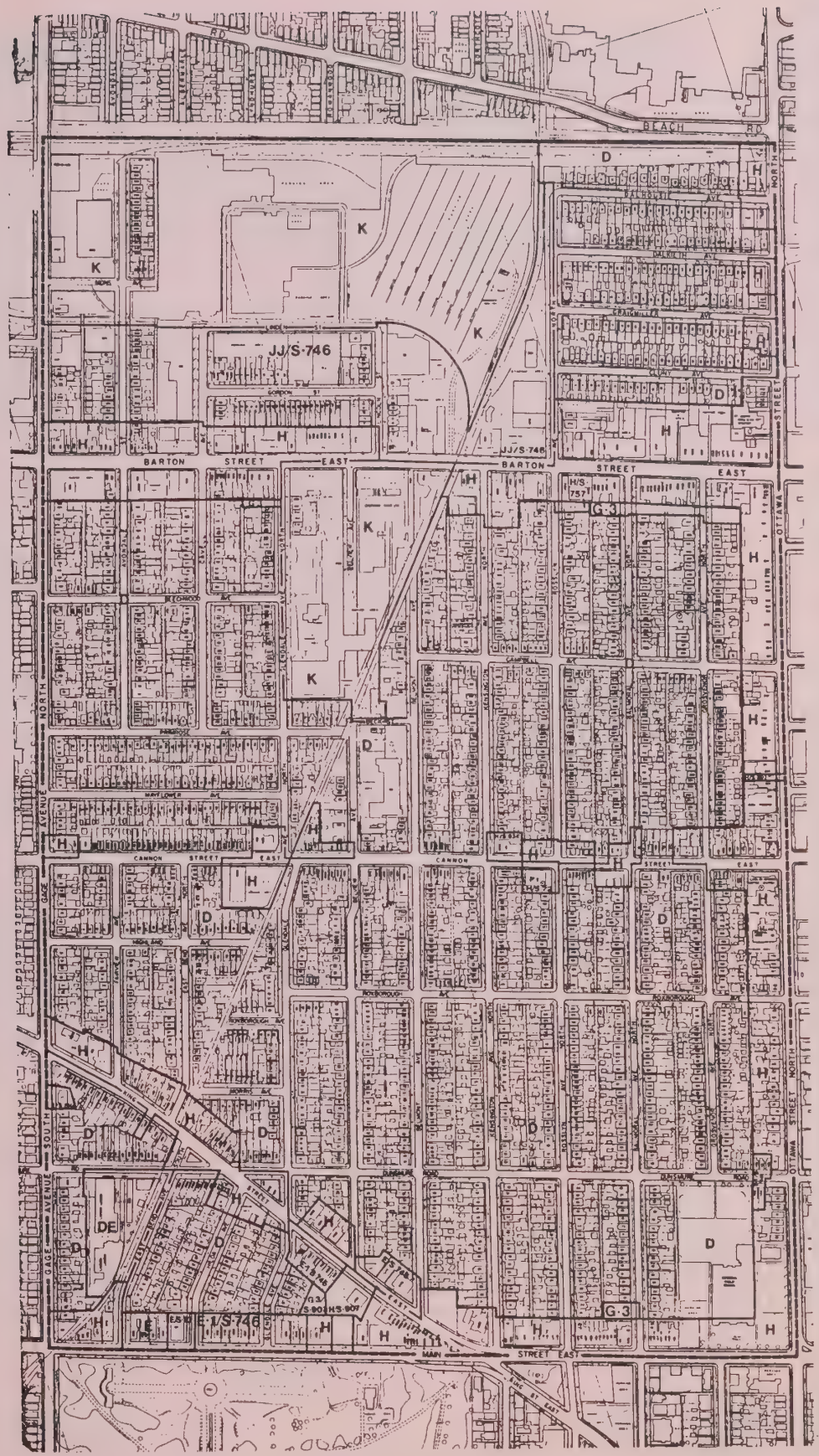
Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The estimated cost for signs in the McQueston West Neighbourhood is $1,123.50, Delta East Neighbourhood is $1,284.00 and Crown Point West Neighbourhood is $1,605.00, (Total = $4,012.50). The current balance in the Neighbourhood Watch Account is $2,691.19. Therefore, there would be no funds left in this account for the remainder of the fiscal year. However, there are sufficient funds available in the Traffic Department's New Signs Account to supplement the Neighbourhood Watch Account. The amount required to supplement the Neighbourhood Watch Account is $1,321.31.

BACKGROUND:

The Regional Police Department has confirmed that the McQueston West, Delta East and Crown Point West Neighbourhoods have an active Neighbourhood Watch Program, and has requested that these neighbourhoods be signed accordingly. Sufficient funds are not available in the Neighbourhood Watch Account for the erection of the necessary signs in these neighbourhoods. However, funds are available in the Traffic Department's New Signs Account to cover the cost of signing the above-mentioned neighbourhoods. Therefore, the Traffic Department concurs with this request.



71	72	73
126	35	34
12	37	36

This is not a Legal Document
For Zoning Verification Please
Contact City Building Department.

CITY OF HAMILTON

CROWN POINT WEST

ZONING

Neighbourhood Boundary

Zoning Boundary

0 100m

SCALE 30m

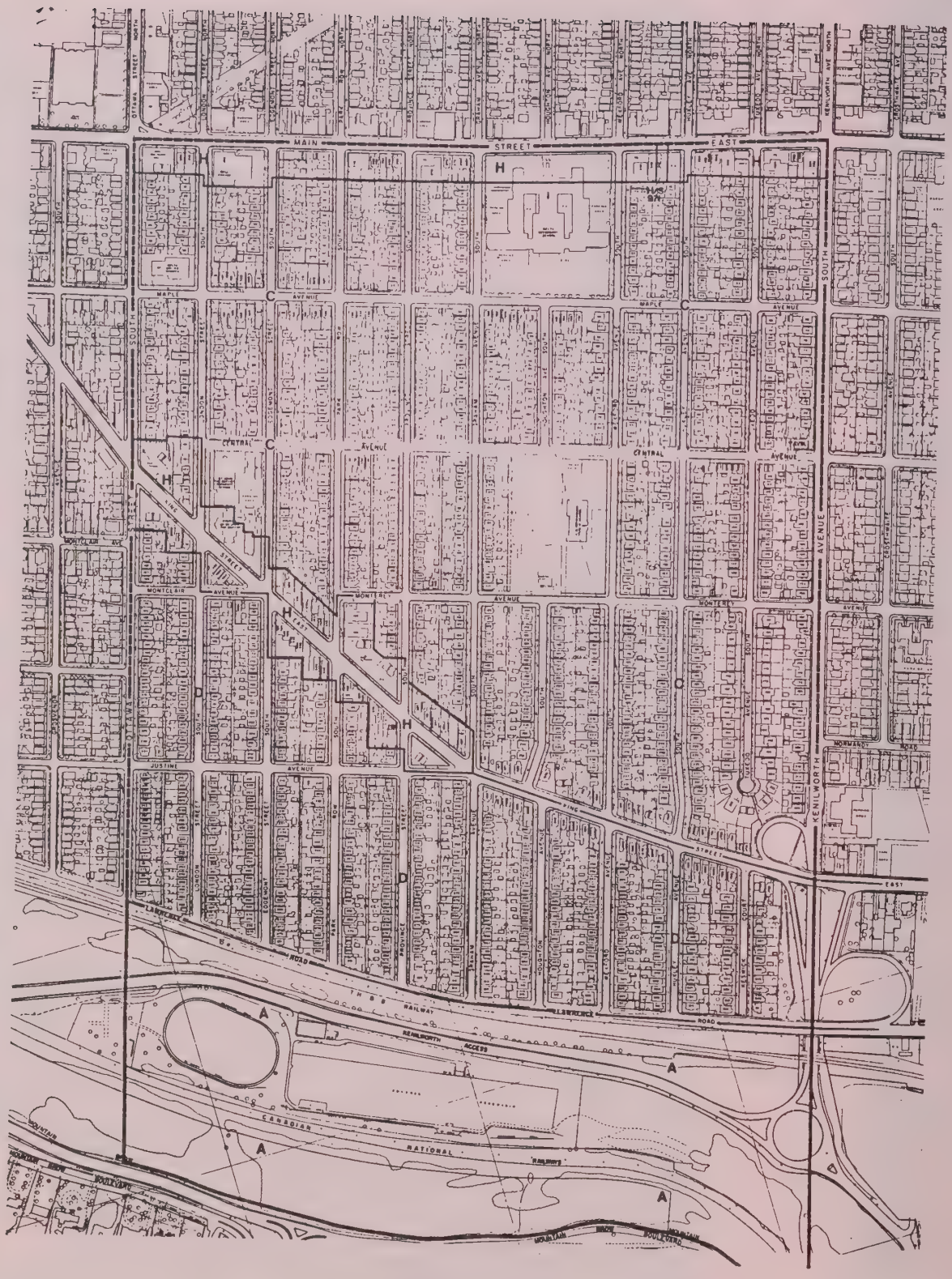
NORTH

Prepared for The City of Hamilton
by the Planning and Development Department
of The Regional Municipality of Hamilton-Wentworth

PLANNING UNIT NO. 6605

JUNE 1988

PAGE NO. 35



35	34	66
37	36	9
122	122	117

This is not a Legal Document
For Zoning Verification Please
Contact City Building Department.

CITY OF HAMILTON

DELTA EAST

ZONING

Neighbourhood Boundary
Zoning Boundary

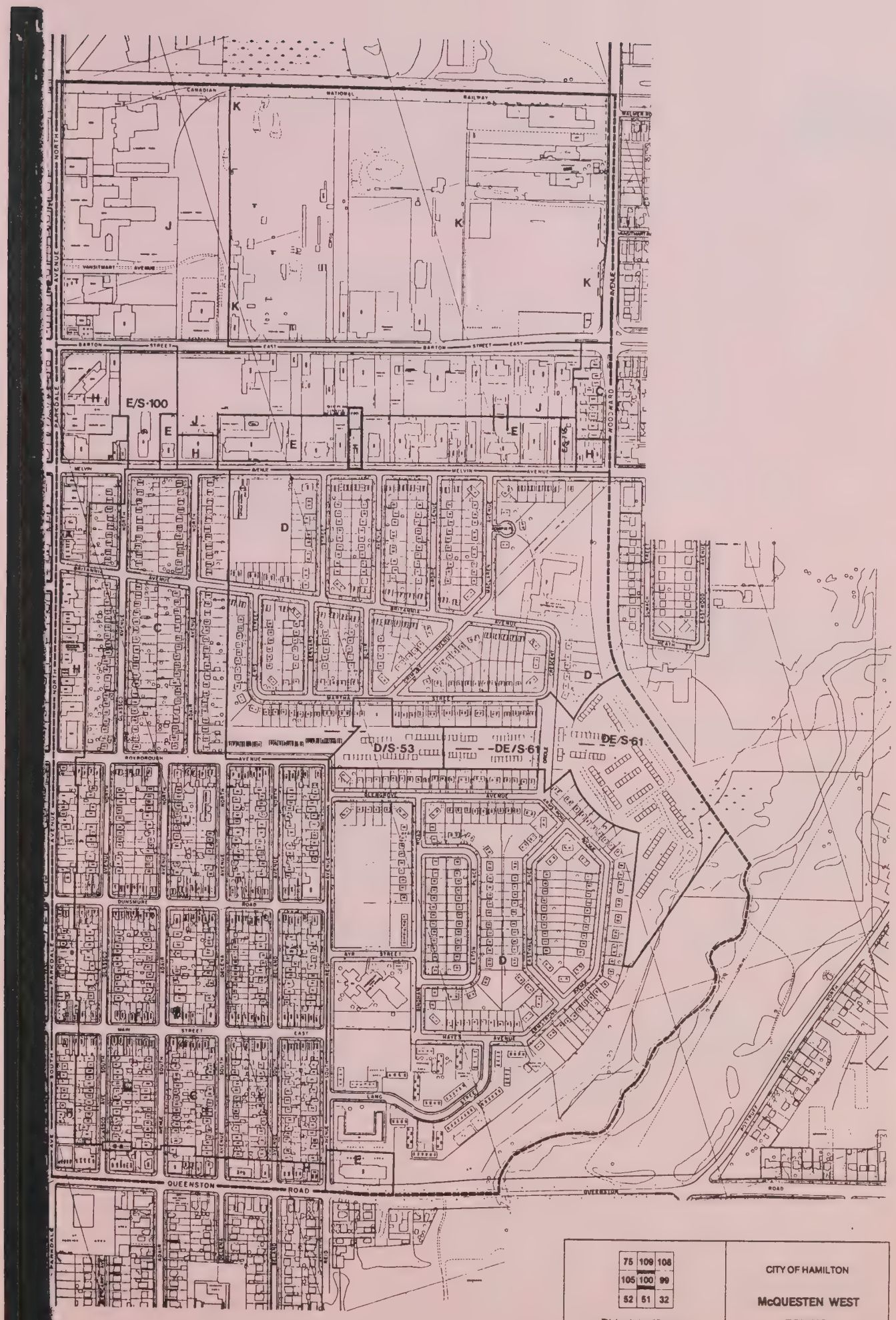
SCALE 0 50m 100m NORTH

Prepared for The City of Hamilton
by the Planning and Development Department
of The Regional Municipality of Hamilton-Wentworth

PLANNING UNIT NO. 6503

JUNE 1988

PAGE NO. 36



75	109	108
105	100	99
52	51	32

This is not a Legal Document
For Zoning Verification Please
Contact City Building Department.

CITY OF HAMILTON

McQUESTEN WEST
ZONING

Neighbourhood Boundary
Zoning Boundary

SCALE 0 50m 100m NORTH

Prepared for The City of Hamilton
by the Planning and Development Department
of The Regional Municipality of Hamilton-Wentworth

PLANNING UNIT NO. 6507

JUNE 1986

PAGE NO. 100

2(c)(i)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 August 7
T103-23(4) M. Preston

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: Trenholme Neighbourhood Park Association
Street Party

RECOMMENDATION:

That the application of J. Darby, agent for the Trenholme Neighbourhood Park Association (35 Trenholme Crescent, Hamilton) to temporarily close Morningstar Court on Saturday August 29, 1992 from 4:00 pm to 10:00 pm, to hold a Street Dance and barbecue, be approved, subject to the following conditions:

i) That approval from Regional Police Services be received;

ii) That the standard liability provision that the applicant provide proof of $2,000,000 public liability insurance, naming the City of Hamilton and holding the City of Hamilton harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss be waived and the City of Hamilton provide this standard insurance requirement;

iii) That all barricading, detour signing and traffic control be subject to the direction of Regional Police Services;

iv) That all barricading be supplied by and at the expense of the applicant;

v) That temporary road closure signs be installed in advance by the City of Hamilton Traffic Department, on the affected roadways, if deemed necessary by the Director of Traffic Services;

Cont'd .....

Trenholme Neighbourhood Street Dance

Cont'd .....

vi) That the applicant ensure that clean-up operations be carried out immediately before the re-opening of the roads, to the satisfaction of the City and at the expense of the event organizer;

vii) That no property owner or resident within the barricaded area be denied access to their property upon request;

viii) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services.

for E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

An application has been received from J. Darby, agent for the Trenholme Neighbourhood Park Association, to hold a street dance and barbecue on Morningstar Court on Saturday August 29, 1992 from 4:00 pm to 10:00 pm.

All affected home owners have signed a petition in favour of this event and the standard insurance requirement will be covered by the City of Hamilton Culture and Recreation Department.

As there have been no objections voiced by municipal departments, and as Regional Police Services are satisfied that the organizers will adhere to their guidelines, this Department is in favour of the event.

MJP:

cc: Staff Sgt. M. Heddle, Regional Police Department
cc: D. Lobo, Director of Public Works
cc: M.F. Main, Director of Traffic Services
cc: P. Noe-Johnson, Law Department

2(c)(ii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 August 7
T103 23 (3) M. Preston

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: Reach Forth Ministries
Soap Box Derby and Community Party

RECOMMENDATION:

That the action of the Commissioner of Transportation/Environmental Services be confirmed in authorizing the application of J. DeVries, agent for the Reach Forth Ministries (1350 Garth Street, Unit 76, Hamilton Ontario L9C 5V3) to temporarily close Hughson Street North between Simcoe and Macauley on Saturday August 22, 1992 from 12:00 noon to 8:00 pm in order to hold a soap box derby, subject to the following conditions;

i) That approval from the Regional Police Services be received;

ii) That the applicant provide proof of $2,000,000 public liability insurance, naming City of Hamilton, and holding the City of Hamilton harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss;

iii) That all barricading, detour signing and traffic control be subject to the direction of the Regional Police Services;

iv) That all barricading be supplied by and at the expense of the applicant;

v) That temporary road closure signs be installed in advance by the City of Hamilton Traffic Department, on the affected roadways, if deemed necessary by the Director of Traffic Services and at the expense of the applicant;

Cont'd...

Reach Forth Ministries

Cont'd...

vi) That the applicant ensure that clean-up operations be carried out immediately before the re-opening of the roads, to the satisfaction of the City and at the expense of the event organizer;

vii) That no property owner or resident within the barricaded area be denied access to their property upon request;

viii) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services.

for E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Regional Police Services incurred costs of $608.00. This amount was drawn from the Regional account no. 57713-211300 for special events in the Region.

BACKGROUND

J. DeVries, agent for Reach Forth Ministries, requested the temporary closure of Hughson Street North, between Simcoe and Macauley on Saturday August 22, 1992 from 12:00 noon to 8:00 pm to hold a soap box derby and community party.

Regional Police Services required 2 officers for a total cost of $608.00. No other municipal departments incurred costs as a result of this event.

As Regional Police Services could provide appropriate detour routes, this Department was in favour of the event.

MJP:

cc: Staff Sgt. M. Heddle, Regional Police Department
cc: D. Lobo, Director of Public Works
cc: M.F. Main, Director of Traffic Services

2(c)(iii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 August 5
T103 70 M. Preston

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: Temporary Road Closure for Commercial Filming
Glenfern Avenue between Fairmont Avenue and Kent Street

RECOMMENDATION:

That the action of the Commissioner of Transportation/Environmental Services be confirmed in authorizing the request of T. Miller, agent for Partner's Film Company (508 Church Street, Toronto), to close Glenfern Avenue between Fairmount and Kent on Wednesday July 29, 1992, from 9:00 am to 8:00 pm, in order to film a television commercial, subject to the following conditions:

i) That approval from Regional Police Services be received for a complete closure;

ii) That the applicant provide proof of $2,000,000 public liability insurance, naming the City of Hamilton and holding the City of Hamilton harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss;

iii) That all barricading, detour signing and traffic control be subject to the direction of Regional Police Services;

iv) That all barricading be supplied by and at the expense of the applicant;

v) That temporary road closure signs be installed in advance by the City of Hamilton Traffic Department, on the affected roadways, if deemed necessary by the Director of Traffic Services;

vi) That the applicant ensure that clean-up operations be carried out immediately before the re-opening of the roads, to the satisfaction of the City and at the expense of the event organizer;

Cont'd...

Temporary Closure of Glenfern Avenue

Cont'd...

vii) That no property owner or resident within the barricaded area be denied access to their property upon request;

viii) That all property owners and tenants along the closed portion of the route be notified of the closure by the applicant prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services.

for E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

A request was received from T. Miller, agent for Partners Film Company, to temporarily close Glenfern Avenue between Fairmount and Kent on Wednesday July 29, 1992 from 9:00 am to 8:00 pm, to film a Honda television commercial.

The City of Hamilton Traffic Department supported this closure with the condition that all personal vehicles belonging to those persons involved with the filming, parked on nearby streets, adhere to existing parking regulations.

Regional Police Services determined that an officer would be required at each end of the closure area. The applicant was responsible for payment for this service.

As City of Hamilton Traffic Department notified all municpal departments afffected and no objections were received, and as Police Services attended to ensure the safety of the participants and public, this Department was in favour of the closure.

MJP:

cc: M. Main, Director, City of Hamilton Traffic Department
cc: Staff Sgt. Heddle, Regional Police, Traffic Division
cc: D. Lobo, Director, City of Hamilton Public Works Department

2(c)(iv)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 August 7
T103-23 (6) J. K. Clairmont

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P.Eng.
Senior Director
Roads Department

SUBJECT: Temporary Closure of King Street West and Sterling Street
McMaster Pyjama Parade

RECOMMENDATION:

That the application of M. Rodenburgh, agent for McMaster University Orientation Week (33 Kingsmount Street North, Hamilton), to temporarily close King Street West between Cline Avenue and Forsythe Avenue and Sterling Street from Forsythe Avenue to Cline Avenue, from 6:00 p.m. to 7:30 p.m. on Wednesday September 9, 1992 be approved, subject to the following conditions:

i) That approval from the Regional Police Services be received;

ii) That the applicant provide proof of $2,000,000 public liability insurance, naming the City of Hamilton and holding the City of Hamilton harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss;

iii) That all barricading, detour signing and traffic control be subject to the direction of the Regional Police Services;

iv) That all barricading be supplied by and at the expense of the applicant;

v) That temporary road closure signs be installed in advance by the City of Hamilton Traffic Department, on the affected roadways, if deemed necessary by the Director of Traffic Services and at the expense of the applicant;

Cont'd...

2(c)(v)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 August 5
T103 23 M. Preston

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: Temporary Road Closure for Sewer Work
Chesley Street Between Chester and Stonechurch

RECOMMENDATION:

That the action of the Commissioner of Transportation/Environmental Services be confirmed in authorizing the request of J. Mouland, agent for Peter Kiewit and Sons (1315 Finch Avenue West, Downsview M3J 2G6) to close Chesley Street between Chester Street and Stonechurch Road from Monday August 10, 1992 to Friday August 14, 1992, in order to make connections to existing sewer services, subject to the following conditions:

i) That approval from Regional Police Services be received for a complete closure;

ii) That the applicant provide proof of $2,000,000 public liability insurance, naming the City of Hamilton and holding the City of Hamilton harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss;

iii) That all barricading, detour signing and traffic control be subject to the direction of Regional Police Services;

iv) That all barricading be supplied by and at the expense of the applicant;

v) That temporary road closure signs be installed in advance by the City of Hamilton Traffic Department, on the affected roadways, if deemed necessary by the Director of Traffic Services;

Cont'd...

Closure of Chesley Street
Chester Street to Stonechurch Road

Cont'd...

vi) That the applicant ensure that clean-up operations be carried out immediately before the re-opening of the roads, to the satisfaction of the City and at the expense of the event organizer;

vii) That no property owner or resident within the barricaded area be denied access to their property upon request;

viii) That all property owners and tenants along the closed portion of the route be notified of the closure by the applicant prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services.

for E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

A request was received from J. Mouland, agent for Peter Kiewit and Sons, to temporarily close Chesley Street between Chester and Stonechurch from Monday August 10, 1992 to Friday August 14, 1992. The closure was required to facilitate excavation in order to make connections from existing sewer services to Harbottle Estates, Phase One, subdivision.

As this type of work could not be completed without a full road closure and as the City of Hamilton Traffic Department notified all municpal departments afffected and no objections were received, this Department was in favour of the closure.

MJP:

cc: M. Main, Director, City of Hamilton Traffic Department
cc: Staff Sgt. Heddle, Regional Police, Traffic Division
cc: D. Lobo, Director, City of Hamilton Public Works Department

2(c)(vi)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 July 24

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P.Eng.
Senior Director
Roads Department

RECEIVED
JUL 28 1992
CITY CLERKS

SUBJECT: Banner Applications:
Hamilton Baha'i Faith
Hamilton Oldtimer's Baseball Organization
Adult Basic Education Association
Telecare Hamilton

RECOMMENDATION:

That the applications of the following agents, to display promotional banners across Main Street West in front of City Hall on the following dates, with the following messages, be approved:

G. Jackson (77 Dromore Crescent, Hamilton), June 28, 1992 to July 5, 1992
1ST COMMEMORATION BAHA'I REVELATION
THE EARTH IS BUT ONE COUNTRY AND MANKIND ITS CITIZENS

S. McLarty (12 Goldwin Street, Hamilton), July 26, 1993 to August 2, 1993
NATIONAL OLDTIMERS BASEBALL CHAMPIONSHIP
MOHAWK SPORTS PARK JULY 30,31 - AUGUST 1,2

L. Robinson (55 York Boulevard, Hamilton), August 16, 1993 to August 23, 1993
CELEBRATE LITERACY
ADULT EDUCATION INFORMATION 527-2222

D. Bowen (1 Bruce Park Drive, Hamilton), September 19, 1994 to September 26, 1994
HAMILTON TELECARE 25 YEARS OF SERVICE
TROUBLED? UNSURE? LONELY? WE'RE ALWAYS THERE BECAUSE WE CARE

Ted Gill
E. M. Gill, P. Eng.

Cont'd...

Banner Applications

Cont'd...

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

Requests have been received from Hamilton Baha'i Faith, National Oldtimers Baseball Organization, Adult Basic Education Association and Telecare Hamilton to erect promotional banners over Main Street West in front of City Hall.

The policy guidelines and conditions as approved by Council on October 29, 1986 and January 13, 1987 will apply to these applications. These applications are being presented to your Committee because the organizations have never erected a banner before and Council direction is that new applicants be reviewed by Council the first time through the process.

MJP:

cc: H. Reinhold, Public Works Department

26(xvii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 August 7
T103-50 (1003) J.K. Clairmont

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P.Eng.
Senior Director
Roads Department

SUBJECT:

Encroachment Agreement
198 Glennie Avenue

RECOMMENDATION:

That the application of A. DeRubis, solicitor for the owner (F. Pullia 198 Glennie Avenue, Hamilton, L8H 5W2) to erect and maintain an encroachment of a retaining wall measuring 1.00' x 75.00'x 2.5'on the Britannia Avenue Road allowance, be approved during the pleasure of Council provided:

a) That the owner enter into an agreement satisfactory to the Commissioner of Transportation/Environmental Services to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.

b) That the Mayor and City Clerk be authorized to sign and execute all necessary documents to implement this agreement.

c) That the owner pay a first year fee of $240. for processing and registration and an annual fee of $20. for this encroachment.

for E. M. Gill, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

Cont'd .....

1992 August 7

Encroachment Agreement
198 Glennie Avenue

Cont'd...

BACKGROUND:

A. DeRubeis on behalf of the owner has requested permission install a retaining wall on the road allowance of Britannia Avenue. The applicant indicated that the slope at the property is steep and difficult for his client to maintain.

The retaining wall is proposed to be constructed on the Britannia Avenue road allowance measuring 1.00' x 75.00' x 2.5'. Roadway encumbrances may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

The City of Hamilton's policy is that if an existing or a proposed non-building encroachment does not impede the functions within the road allowance, the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed this application and find no objection. Council has allowed these types of encroachments in the past.

JKC:ls

26(xviii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 August 5
T103-50 (1008)
T103-50 (997)
T103-50 (1009) J.K. Clairmont

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P.Eng.
Senior Director
Roads Department

SUBJECT:

Encroachment Agreements
153 James Street South
148 Duke Street
46 Breadalbane Street

RECOMMENDATION:

That the applications to retain inadvertent encroachments at the locations outlined on Schedule "A", appended hereto, be approved during the pleasure of Council provided:

a) That the owners enter into agreements satisfactory to the Commissioner of Transportation/Environmental Services to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.

b) That the Mayor and City Clerk be authorized to sign and execute all necessary documents to implement these agreements.

c) That the first year fee and subsequent annual fee outlined in Schedule "A" be set for these encroachments.

E. M. Gill, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above "Recommendation".

Cont'd .....

Encroachment Agreements
153 James Street South
148 Duke Street
46 Breadalbane Street

Cont'd...

BACKGROUND:

The existing roadway encumbrances may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

The City of Hamilton's policy is that if an existing or a proposed non-building encroachment does not impede the functions within the road allowance, the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed these applications and find no objection. Council has allowed these types of encroachments in the past.

MJP:

SCHEDULE 'A'

Council Date: August 25, 1992

Location	Type of Encroachment	Solicitor/Agent	First Year/Annual	File Number
153 James Street South	An Exhaust Fan encroaching 3.0 ft onto the Augusta Street road allowance	G. Sangha 153 James Street South Hamilton, Ontario L8B 1W2	$112.00/20.00	T103-50(1008)
148 Duke Street	A Portion of Building measuring 2.51 ft X 44.0 ft. and a Bay Window measuring 0.12 ft X 4.5 ft. and a Veranda and Steps measuring 5.1 ft X 5.3 ft. and a Frame Garage measuring 12.0 ft X 4.5 ft. onto the Caroline Street road allowance and a Portion of a Retaining Wall measuring 1.0 ft X 1.57 ft. and Step measuring .80 ft X 3.20 ft. onto the Duke Street road allowance	James W. Hammond Barrister, Solicitor, Notary Public 152 James Street South Hamilton, Ontario L8P 3A2	$112.00/20.00	T103-50 (997)
46 Breadalbane Street	Steps measuring 1.08 ft X 2.18 ft X 6.0 ft onto the road allowance of Breadalbane Street	John M. Dean 1 King Street West Suite 700 Hamilton, Ontario L8P 1A4	$112.00/20.00	T103-50 (1009)

2(o)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: July 15, 1992

RECEIVED

JUL 24 1992

CITY CLERKS

REPORT TO: **Mr. K. Christenson, Secretary**
Transport & Environment Committee

FROM: Mr. T. Bradley
Manager of Purchasing

SUBJECT: **SUPPLY AND DELIVERY OF SOLID STATE TRAFFIC CONTROLLERS DURING 1992 TRAFFIC DEPARTMENT**

RECOMMENDATION:

a) That a purchase order be issued to Fortran, Toronto, for the supply and delivery of 8 Phase Solid State Controllers @ $6,060.39 and 4 Phase Solid State Controllers @ $5,287.67 and 8 Phase Solid State Timers $2,149.55 as and when required during 1992 for the Traffic Department being the lowest of three tenders received in accordance with specifications issued by the Manager of Purchasing and Vendor's tender and that this expenditure be financed through Traffic Signal Materials Account No. CH56152-75999.

b) As this material is required to be ordered as soon as possible, due to the long delivery lead times the above has been processed through the emergency procedure of the City of Hamilton Purchasing Policy, that states "An order can be placed upon the approval of two of the following: the Mayor, an appropriate Committee Chairman, the C.A.O. and that any action taken under this provision to be reported to the next regular meeting of City Council".

Chairman, Transport & Environment Committee

Chief Administrative Officer

T. Bradley, Manager of Purchasing

FINANCIAL/STAFFING/LEGAL IMPLICATIONS N/A

BACKGROUND: Quotation Analysis
Approximate expenditure during 1992 $125,000.00

BIDDER	8 Phase SS Controllers	4 Phase SS Controllers	8 Phase SS Timers
Fortran Traffic	$6,060.39	$5,287.67	$2,149.55
Econolite Canada	$6,855.00	$5,897.00	$2,250.00
Pocatec Limited	$7,945.00	$6,845.00	$1,235.00

UNABLE TO BID:
Novax Industries Corporation

2(E)(i)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 July 27

REPORT TO: Kevin Christenson, Secretary
Transport and Environment Committee

FROM: P. Noé Johnson
City Solicitor

SUBJECT: Local improvements of sidewalks and curbs on Acadia Drive - $7,500.00

RECOMMENDATION:

That City Council enact the attached By-law to authorize construction of local improvements of sidewalks and curbs on Acadia Drive from Butler Drive to approx. 50m southerly (west side only).

P. Noé Johnson

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The construction of these local improvements was approved by Council on April 14, 1992, in adopting Item 22 of the 5th Report of the Transport & Environment Committee and Item 12 of the 9th Report of the Finance & Administration Committee subject to the Ontario Municipal Board's approval to the financing of the work. On Friday, June 26, 1992, the Ontario Municipal Board's Order No. E920433 was granted.

:sr
Att.

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 92 -

To Authorize:

1. The construction of local improvements without petition under Section 12 of The Local Improvement Act of sidewalks and curbs on ACADIA DRIVE from Butler Drive to approx. 50m southerly (west side only), as described in Schedule "A";

2. The special assessment to pay a portion of the cost of the works by the abutting owners;

3. The preparation of plans, specifications and reports and the supervision of the construction by the Senior Director of Roads.

WHEREAS the Council of The Corporation of the City of Hamilton did adopt Item 22 of the 5th Report of the Transport & Environment Committee on April 14, 1992;

AND WHEREAS the Council of The Corporation of the City of Hamilton did adopt Item 12 of the 9th Report of the Finance & Administration Committee on April 14, 1992;

AND WHEREAS it is expedient to proceed without petition to undertake, as local improvements, the works hereinafter described;

AND WHEREAS notice of Council's intention to undertake the works as local improvements has been given by publication of the notice and by service of it upon the owners of the lots liable to be specially assessed under Section 12 of The Local Improvement Act, R.S.O. 1980;

AND WHEREAS a majority of the owners, representing at least one-half of the value of the lots that are liable to be specially assessed, have not, within one (1) month after publication, petitioned the Council not to proceed with the works;

AND WHEREAS the Council has obtained reports, estimates and statements required for the undertaking of the said works;

AND WHEREAS the Ontario Municipal Board did, on the 26th day of June, 1992, issue Order No. E920433 approving the application of The Corporation of the City of Hamilton for:

(a) the construction of certain works as local improvements on the initiative plan at a total estimated cost of $7,500.00 and,

(b) the issue by The Regional Municipality of Hamilton-Wentworth of debentures in the sum of $6,850.00.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The construction of the works more particularly described in Schedule "A" hereto annexed and forming part of this by-law, may be proceeded with under The Local Improvement Act, at an estimated cost not to exceed $7,500.00.

2. The share or portion of the estimated cost of the works in the amount of $6,850.00 to be borne by the owners of the lands abutting directly on the works and the estimated cost per metre shall be rated as set out in Schedule "A", provided that the actual rate per metre shall be specially assessed upon the lots abutting directly on the works and payable in equal annual instalments until fully paid.

3. Pending payment of the share or portion of the total cost referred to in Section 2, the said share or portion shall be financed by the issue of debentures by The Regional Municipality of Hamilton-Wentworth:

   (a) to the extent sufficient to provide an amount not exceeding $6,850.00;

   (b) repayable over a term not exceeding twenty (20) years, chargeable to The Corporation of the City of Hamilton.

4. The Senior Director of Roads is hereby authorized to:

   (a) prepare all necessary plans, specifications and reports required for the construction of the works; and,

   (b) supervise construction of the works.

5. The Mayor and City Clerk are hereby authorized to execute, on behalf of The Corporation of the City of Hamilton, all contracts necessary for the construction of the works.

PASSED this day of , A.D. 1992.

City Clerk Mayor

(1992) 5 R.T.E.C. 22, April 14
(1992) 9 R.F.A.C. 12, April 14

SCHEDULE "A"

The construction of sidewalks and curbs on ACADIA DRIVE from Butler Drive to approx. 50m southerly (west side only) at the costs not exceeding those set out below:

City's Share	$ 650.00
Owners' Share	6,850.00
TOTAL ESTIMATED COST	$ 7,500.00
Estimated Cost per metre frontage	$ 137.00

Fifteen (15) annual instalments

2(E)(i)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 July 27

REPORT TO: Kevin Christenson, Secretary
Transport and Environment Committee

FROM: P. Noé Johnson
City Solicitor

SUBJECT: Local improvements of roadway only on Acadia Drive
$22,500.00

RECOMMENDATION:

That City Council enact the attached By-law to authorize construction of local improvements of roadway only on Acadia Drive from Butler Drive to approx. 50m southerly.

P. Noé Johnson

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The construction of these local improvements was approved by Council on April 14, 1992, in adopting Item 22 of the 5th Report of the Transport & Environment Committee and Item 12 of the 9th Report of the Finance & Administration Committee subject to the Ontario Municipal Board's approval to the financing of the work. On Friday, June 26, 1992, the Ontario Municipal Board's Order No. E920431 was granted.

:sr
Att.

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 92 -

To Authorize:

1. The construction of local improvements without petition under Section 12 of The Local Improvement Act of roadway only on ACADIA DRIVE from Butler Drive to approx. 50m southerly, as described in Schedule "A";

2. The special assessment to pay a portion of the cost of the works by the abutting owners;

3. The preparation of plans, specifications and reports and the supervision of the construction by the Senior Director of Roads.

WHEREAS the Council of The Corporation of the City of Hamilton did adopt Item 22 of the 5th Report of the Transport & Environment Committee on April 14, 1992;

AND WHEREAS the Council of The Corporation of the City of Hamilton did adopt Item 12 of the 9th Report of the Finance & Administration Committee on April 14, 1992;

AND WHEREAS it is expedient to proceed without petition to undertake, as local improvements, the works hereinafter described;

AND WHEREAS notice of Council's intention to undertake the works as local improvements has been given by publication of the notice and by service of it upon the owners of the lots liable to be specially assessed under Section 12 of The Local Improvement Act, R.S.O. 1980;

AND WHEREAS a majority of the owners, representing at least one-half of the value of the lots that are liable to be specially assessed, have not, within one (1) month after publication, petitioned the Council not to proceed with the works;

AND WHEREAS the Council has obtained reports, estimates and statements required for the undertaking of the said works;

AND WHEREAS the Ontario Municipal Board did, on the 26th day of June, 1992, issue Order No. E920431 approving the application of The Corporation of the City of Hamilton for:

(a) the construction of certain works as local improvements on the initiative plan at a total estimated cost of $22,500.00 and,

(b) the issue by The Regional Municipality of Hamilton-Wentworth of debentures in the sum of $20,070.00.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The construction of the works more particularly described in Schedule "A" hereto annexed and forming part of this by-law, may be proceeded with under The Local Improvement Act, at an estimated cost not to exceed $22,500.00.

2. The share or portion of the estimated cost of the works in the amount of $20,070.00 to be borne by the owners of the lands abutting directly on the works and the estimated cost per metre shall be rated as set out in Schedule "A", provided that the actual rate per metre shall be specially assessed upon the lots abutting directly on the works and payable in equal annual instalments until fully paid.

3. Pending payment of the share or portion of the total cost referred to in Section 2, the said share or portion shall be financed by the issue of debentures by The Regional Municipality of Hamilton-Wentworth:

   (a) to the extent sufficient to provide an amount not exceeding $20,070.00;

   (b) repayable over a term not exceeding twenty (20) years, chargeable to The Corporation of the City of Hamilton.

4. The Senior Director of Roads is hereby authorized to:

   (a) prepare all necessary plans, specifications and reports required for the construction of the works; and,

   (b) supervise construction of the works.

5. The Mayor and City Clerk are hereby authorized to execute, on behalf of The Corporation of the City of Hamilton, all contracts necessary for the construction of the works.

PASSED this day of , A.D. 1992.

City Clerk Mayor

(1992) 5 R.T.E.C. 22, April 14
(1992) 9 R.F.A.C. 12, April 14

SCHEDULE "A"

The construction of roadway only on ACADIA DRIVE from Butler Drive to approx. 50m southerly at the costs not exceeding those set out below:

City's Share	$ 2,430.00
Owners' Share	20,070.00
TOTAL ESTIMATED COST	$ 22,500.00
Estimated Cost per metre frontage	$ 223.00

Fifteen (15) annual instalments

2(E)(iii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 July 27

REPORT TO: Kevin Christenson, Secretary
Transport and Environment Committee

FROM: P. Noé Johnson
City Solicitor

SUBJECT: Local improvements of sidewalks only on Acadia Drive
$9,200.00

RECOMMENDATION:

That City Council enact the attached By-law to authorize construction of local improvements of sidewalks only on Acadia Drive from approx. 128m south of Butler Drive to approx. 77m southerly (west side only).

P. Noé Johnson

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The construction of these local improvements was approved by Council on April 14, 1992, in adopting Item 22 of the 5th Report of the Transport & Environment Committee and Item 12 of the 9th Report of the Finance & Administration Committee subject to the Ontario Municipal Board's approval to the financing of the work. On Friday, June 26, 1992, the Ontario Municipal Board's Order No. E920435 was granted.

:sr
Att.

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 92 -

To Authorize:

1. The construction of local improvements without petition under Section 12 of The Local Improvement Act of sidewalks only on ACADIA DRIVE from approx. 128m south of Butler Drive to approx. 77m southerly (west side only), as described in Schedule "A";

2. The special assessment to pay a portion of the cost of the works by the abutting owners;

3. The preparation of plans, specifications and reports and the supervision of the construction by the Senior Director of Roads.

WHEREAS the Council of The Corporation of the City of Hamilton did adopt Item 22 of the 5th Report of the Transport & Environment Committee on April 14, 1992;

AND WHEREAS the Council of The Corporation of the City of Hamilton did adopt Item 12 of the 9th Report of the Finance & Administration Committee on April 14, 1992;

AND WHEREAS it is expedient to proceed without petition to undertake, as local improvements, the works hereinafter described;

AND WHEREAS notice of Council's intention to undertake the works as local improvements has been given by publication of the notice and by service of it upon the owners of the lots liable to be specially assessed under Section 12 of The Local Improvement Act, R.S.O. 1980;

AND WHEREAS a majority of the owners, representing at least one-half of the value of the lots that are liable to be specially assessed, have not, within one (1) month after publication, petitioned the Council not to proceed with the works;

AND WHEREAS the Council has obtained reports, estimates and statements required for the undertaking of the said works;

AND WHEREAS the Ontario Municipal Board did, on the 26th day of June, 1992, issue Order No. E920435 approving the application of The Corporation of the City of Hamilton for:

(a) the construction of certain works as local improvements on the initiative plan at a total estimated cost of $9,200.00 and,

(b) the issue by The Regional Municipality of Hamilton-Wentworth of debentures in the sum of $6,160.00.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The construction of the works more particularly described in Schedule "A" hereto annexed and forming part of this by-law, may be proceeded with under The Local Improvement Act, at an estimated cost not to exceed $9,200.00.

2. The share or portion of the estimated cost of the works in the amount of $6,160.00 to be borne by the owners of the lands abutting directly on the works and the estimated cost per metre shall be rated as set out in Schedule "A", provided that the actual rate per metre shall be specially assessed upon the lots abutting directly on the works and payable in equal annual instalments until fully paid.

3. Pending payment of the share or portion of the total cost referred to in Section 2, the said share or portion shall be financed by the issue of debentures by The Regional Municipality of Hamilton-Wentworth:

   (a) to the extent sufficient to provide an amount not exceeding $6,160.00;

   (b) repayable over a term not exceeding twenty (20) years, chargeable to The Corporation of the City of Hamilton.

4. The Senior Director of Roads is hereby authorized to:

   (a) prepare all necessary plans, specifications and reports required for the construction of the works; and,

   (b) supervise construction of the works.

5. The Mayor and City Clerk are hereby authorized to execute, on behalf of The Corporation of the City of Hamilton, all contracts necessary for the construction of the works.

PASSED this day of , A.D. 1992.

City Clerk Mayor

(1992) 5 R.T.E.C. 22, April 14
(1992) 9 R.F.A.C. 12, April 14

SCHEDULE "A"

The construction of sidewalks only on ACADIA DRIVE from approx. 128m south of Butler Drive to approx. 77m southerly (west side only) at the costs not exceeding those set out below:

City's Share	$ 3,040.00
Owners' Share	6,160.00
TOTAL ESTIMATED COST	$ 9,200.00
Estimated Cost per metre frontage	$ 80.00

Fifteen (15) annual instalments

2(E)(iv)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 July 27

REPORT TO: Kevin Christenson, Secretary
Transport and Environment Committee

FROM: P. Noé Johnson
City Solicitor

SUBJECT: Local improvements of sidewalks and curbs on Beaverton Avenue - $23,400.00

RECOMMENDATION:

That City Council enact the attached By-law to authorize construction of local improvements of sidewalks and curbs on Beaverton Avenue from Upper Sherman Avenue to Acadia Drive (north side only).

P. Noé Johnson

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The construction of these local improvements was approved by Council on April 14, 1992, in adopting Item 22 of the 5th Report of the Transport & Environment Committee and Item 12 of the 9th Report of the Finance & Administration Committee subject to the Ontario Municipal Board's approval to the financing of the work. On Friday, June 26, 1992, the Ontario Municipal Board's Order No. E920434 was granted.

:sr
Att.

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 92 -

To Authorize:

1. The construction of local improvements without petition under Section 12 of The Local Improvement Act of sidewalks and curbs on BEAVERTON AVENUE from Upper Sherman Avenue to Acadia Drive (north side only), as described in Schedule "A";

2. The special assessment to pay a portion of the cost of the works by the abutting owners;

3. The preparation of plans, specifications and reports and the supervision of the construction by the Senior Director of Roads.

WHEREAS the Council of The Corporation of the City of Hamilton did adopt Item 22 of the 5th Report of the Transport & Environment Committee on April 14, 1992;

AND WHEREAS the Council of The Corporation of the City of Hamilton did adopt Item 12 of the 9th Report of the Finance & Administration Committee on April 14, 1992;

AND WHEREAS it is expedient to proceed without petition to undertake, as local improvements, the works hereinafter described;

AND WHEREAS notice of Council's intention to undertake the works as local improvements has been given by publication of the notice and by service of it upon the owners of the lots liable to be specially assessed under Section 12 of The Local Improvement Act, R.S.O. 1980;

AND WHEREAS a majority of the owners, representing at least one-half of the value of the lots that are liable to be specially assessed, have not, within one (1) month after publication, petitioned the Council not to proceed with the works;

AND WHEREAS the Council has obtained reports, estimates and statements required for the undertaking of the said works;

AND WHEREAS the Ontario Municipal Board did, on the 26th day of June, 1992, issue Order No. E920434 approving the application of The Corporation of the City of Hamilton for:

(a) the construction of certain works as local improvements on the initiative plan at a total estimated cost of $23,400.00 and,

(b) the issue by The Regional Municipality of Hamilton-Wentworth of debentures in the sum of $23,400.00.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The construction of the works more particularly described in Schedule "A" hereto annexed and forming part of this by-law, may be proceeded with under The Local Improvement Act, at an estimated cost not to exceed $23,400.00.

2. The share or portion of the estimated cost of the works in the amount of $23,400.00 to be borne by the owners of the lands abutting directly on the works and the estimated cost per metre shall be rated as set out in Schedule "A", provided that the actual rate per metre shall be specially assessed upon the lots abutting directly on the works and payable in equal annual instalments until fully paid.

3. Pending payment of the share or portion of the total cost referred to in Section 2, the said share or portion shall be financed by the issue of debentures by The Regional Municipality of Hamilton-Wentworth:

   (a) to the extent sufficient to provide an amount not exceeding $23,400.00;

   (b) repayable over a term not exceeding twenty (20) years, chargeable to The Corporation of the City of Hamilton.

4. The Senior Director of Roads is hereby authorized to:

   (a) prepare all necessary plans, specifications and reports required for the construction of the works; and,

   (b) supervise construction of the works.

5. The Mayor and City Clerk are hereby authorized to execute, on behalf of The Corporation of the City of Hamilton, all contracts necessary for the construction of the works.

PASSED this day of , A.D. 1992.

City Clerk Mayor

(1992) 5 R.T.E.C. 22, April 14
(1992) 9 R.F.A.C. 12, April 14

SCHEDULE "A"

The construction of sidewalks and curbs on BEAVERTON AVENUE from Upper Sherman Avenue to Acadia Drive (north side only) at the costs not exceeding those set out below:

City's Share	$ NIL
Owners' Share	23,400.00
TOTAL ESTIMATED COST	$ 23,400.00
Estimated Cost per metre frontage	$ 137.00

Fifteen (15) annual instalments

3(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 August 12
S701-68 M.J. Inrig
S719-65 P. Strong

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: 1992 Servicing Expenditures Related to Subdivisions

RECOMMENDATION:

a) i) That the submitted schedules of works **"AGRIGENTO GARDENS", HAMILTON"** be adopted for inclusion in the Subdivision Agreement with the Owners for the estimated cost of;

City's Share - $6,632.46 , Owner's Share - $49,850.59

ii) That approval of the above noted clause be subject to the condition that no work has commenced on the installation of services except as provided for in Section "(iii)" below.

iii) That in the event the Owner's wish to proceed prior to the registration of the Final Reference Plan and the Modified Subdivision Agreement they should be allowed to do so at their own risk provided they enter into standard agreements with the City of Hamilton for pre-servicing.

iv) That the City's share for services in "Agrigento Gardens" ($6,632.46) be approved and that the Finance and Administration Committee recommend the source of funding for this project.

v) That the Commissioner of Transportation/Environmental Services be authorized and directed to prepare the necessary By-Law(s) to establish Part 1 of a reference plan prepared by John P. Nouwens, O.L.S. as a public right-of-way in order to provide road access to the lands of Agrigento Gardens.

Cont'd...

1992 Servicing Expenditures Related to Subdivisions

cont'd...

B i) That upon registration of the Final Plan of Subdivision for "**SANDRINA GARDENS - PHASE 1**" Hamilton, in accordance with current City Policy, the Treasurer for the City of Hamilton be authorized and directed to financially compensate the Owners (DiCenzo Construction Company Limited) in the amount of $122,600.00 for excess lands dedicated to the City for roadway purposes on Upper Gage Avenue which are beyond the maximum 26.0 metre width required by the City, and that the Finance and Administration Committee recommend the source of funding.

E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

"Agrigento Gardens", Hamilton

The total estimated cost of the City's share of services to be approved at this time for Agrigento Gardens is $6,632.46 (as shown on Schedule "A" attached).

Under a previous land severance application for the lands at 619 Upper Paradise Road the City collected a security deposit through a Modified Subdivision Agreement for above ground works to be constructed on Dalcar Court. The City's share of costs for Agrigento Gardens is fully recoverable and can be collected in accordance with the previous Modified Subdivision Agreement for 619 Upper Paradise Road.

"Sandrina Gardens - Phase 1" Hamilton

Under current City of Hamilton policy a subdivider is only required to dedicate a maximum width of 26.00 meters of land for roadway purposes under a plan of subdivision. The subdivider has made a request that they be financially compensated by the City for the extra land required (10.60m) in excess of the standard 26.00 m width.

The City Property Department has calculated the market value of the excess lands for the roadway at $122,600. This amount is based on land value for Townhouse Development on the west side of Upper Gage Avenue and R-4 small lot single family homes on the east side of Upper Gage Avenue. As the subdivider's request falls within current policy, it is the recommendation of staff that the subdivider be financially compensated by the City of Hamilton for the excess lands required for the Upper Gage Avenue road allowance, in the amount of $122,600, which is non recoverable in the future.

Cont'd...

1992 Servicing Expenditures Related to Subdivisions

Cont'd...

BACKGROUND:

"Agrigento Gardens", Hamilton

On 1992 July 7, the Land Division Committee for the Region of Hamilton Wentworth approved land severance applications H-66 and 67-92 for Agrigento Gardens under the condition that the applicant enter into a Modified Subdivision Agreement with the City of Hamilton. The newly created lots for Agrigento Gardens are unserviced, therefore the applicant will be required to provide municipal servicing by entering into a Modified Subdivision Agreement with the City of Hamilton.
The development of Agrigento Gardens will result in the creation of five (5) single family residential lots and the establishment of Dalcar Court as a City roadway by By-Law. As the lots of Agrigento Gardens are being created by way of land severance, the applicant will be required to dedicate the lands for Dalcar Court to the City for roadway purposes. Therefore, the City will be required to open the lands for the roadway as a public right of way by By-Law.

The lands of Agrigento Gardens are located on the east side of Upper Paradise Road, north of the Red Hill Creek Expressway Lands in the Gilbert Planning Neighbourhood.

"Sandrina Garden's - Phase 1", Hamilton

Under the Final Plan of Subdivision for Sandrina Gardens Phase 1 the subdivider, DiCenzo Construction Company Limited, will be establishing the extension of Upper Gage Avenue to approximately 160 Southerly from its present limit, south of Rymal Road East. The width of the Upper Gage Avenue Road Allowance will be established at 36.60 metres in width on the Final Plan of Subdivision.

As the extension of Upper Gage Avenue southerly from its existing point of termination is considered a dead end street, current Regional policy states that the Region will not assume any Road Allowance which becomes a dead end. Therefore, the City of Hamilton will be assuming the Road Allowance for Upper Gage Avenue, until it is extended further south to interset with roads to the south.

Under current City of Hamilton policy a subdivider is only required to dedicate a maximum width of 26.00 meters of land for roadway purposes under a plan of subdivision. The subdivider has made a request that they be financially compensated by the City for the extra land required (10.60m) in excess of the standard 26.00 m width.

Cont'd...

1992 Servicing Expenditures Related to Subdivisions

Cont'd...

The City Property Department has calculated the market value of the excess lands for the roadway at $122,600. This amount is based on land value for Townhouse Development on the west side of Upper Gage Avenue and R-4 small lot single family homes on the east side of Upper Gage Avenue. As the subdivider's request falls within current policy, it is the recommendation of staff that the subdivider be financially compensated by the City of Hamilton for the excess lands required for the Upper Gage Avenue road allowance, in the amount of $122,600, which is non recoverable in the future.

The lands of Sandrina Gardens - Phase 1 are located south of Rymal Road East in the Broughton East and West Neighbourhoods.

MJI/PS:ls

cc: S. Reeder,Secretary Finance and Administration Committee

cc: Alderman Don Ross Chairman of Finance & Administration Committee

cc: D. Cobb, City Treasury Department

cc: H. Smith, Survey Section of Roads Department

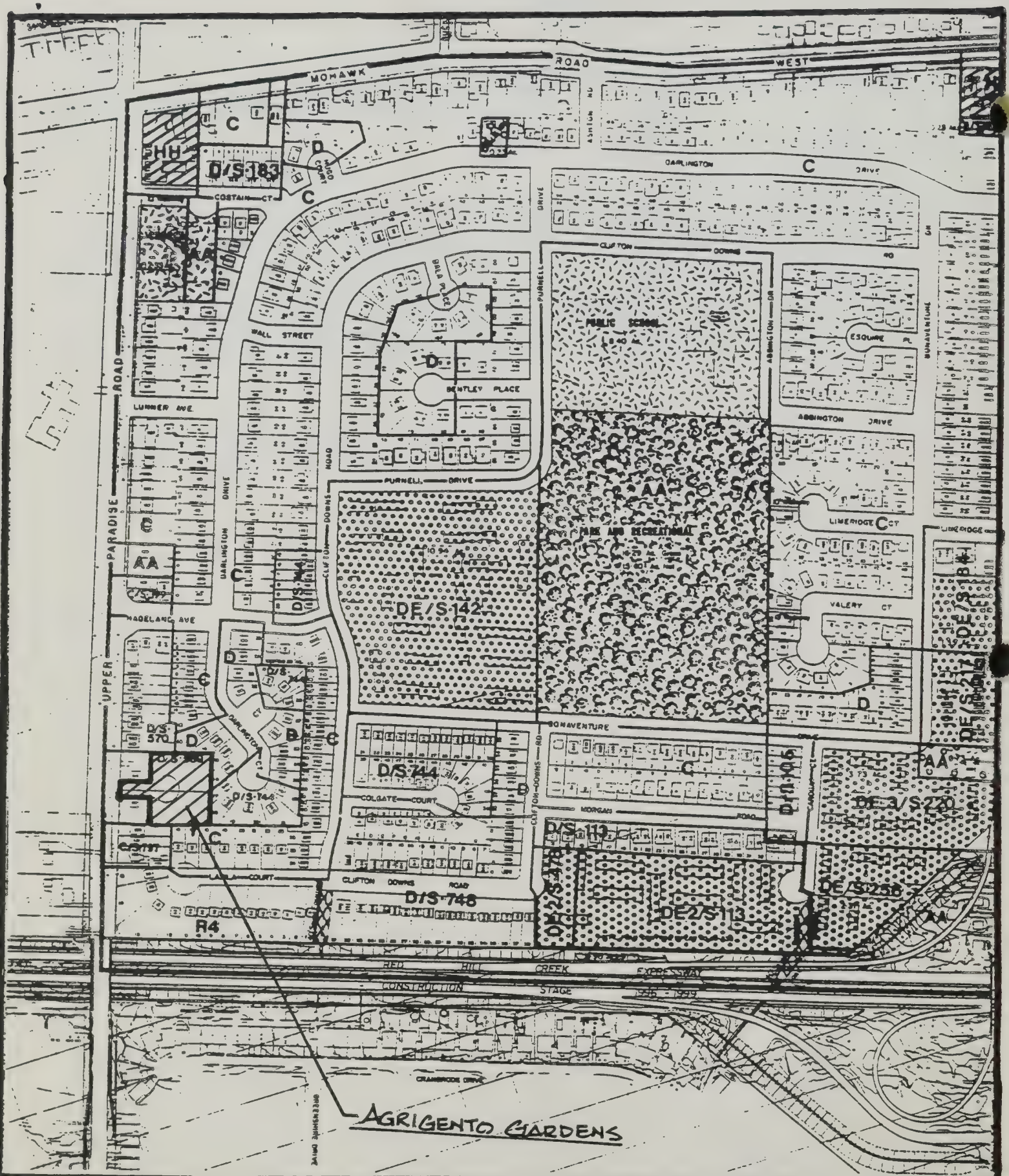
1992 SUBDIVISION EXPENDITURE SUMMARY

CITY'S SHARE OF EXPENDITURES

Name of: SUBDIVISION DEVELOPER CONSULTANT SURVEYOR	# OF LOTS AND LOCATION	LAND SEVERANCE AUTHORIZATION	DESCRIPTION OF WORKS	0.3 METRE RESERVE COSTS	NON-RECOVERABLE & OVERSIZED COSTS	TOTAL CITY'S SHARE	TOTAL SUBDIVIDER'S SHARE	TOTAL SERVICING COSTS
Agrigento Gardens	5 LOTS Hamilton	92-07-07	Catch Basins & Connections	$ 1,164.21	NIL			
Dalcamp Developments Limited			Curbs & Sidewalks	$ 1,151.77	NIL			
Urbex Engineering Limited			Finished Roads	$ 3,930.48	NIL			
John P. Noowens, O.L.S.			Dead End Barricade	NIL	NIL			
(FILE NO. S701-68)			Street lighting	$ 386.00	NIL			
				$ 6,632.46	NIL	$ 6,632.46	$49,850.59	$ 56,483.05
TOTALS:				$6,632.46	$ 0.00	$ 6,632.46	$ 49,850.59	$ 56,483.05

* OVERSIZING EXPENDITURES are Non-Recoverable
* 0.3 METRE RESERVE EXPENDITURES are Fully Recoverable

SCHEDULE A



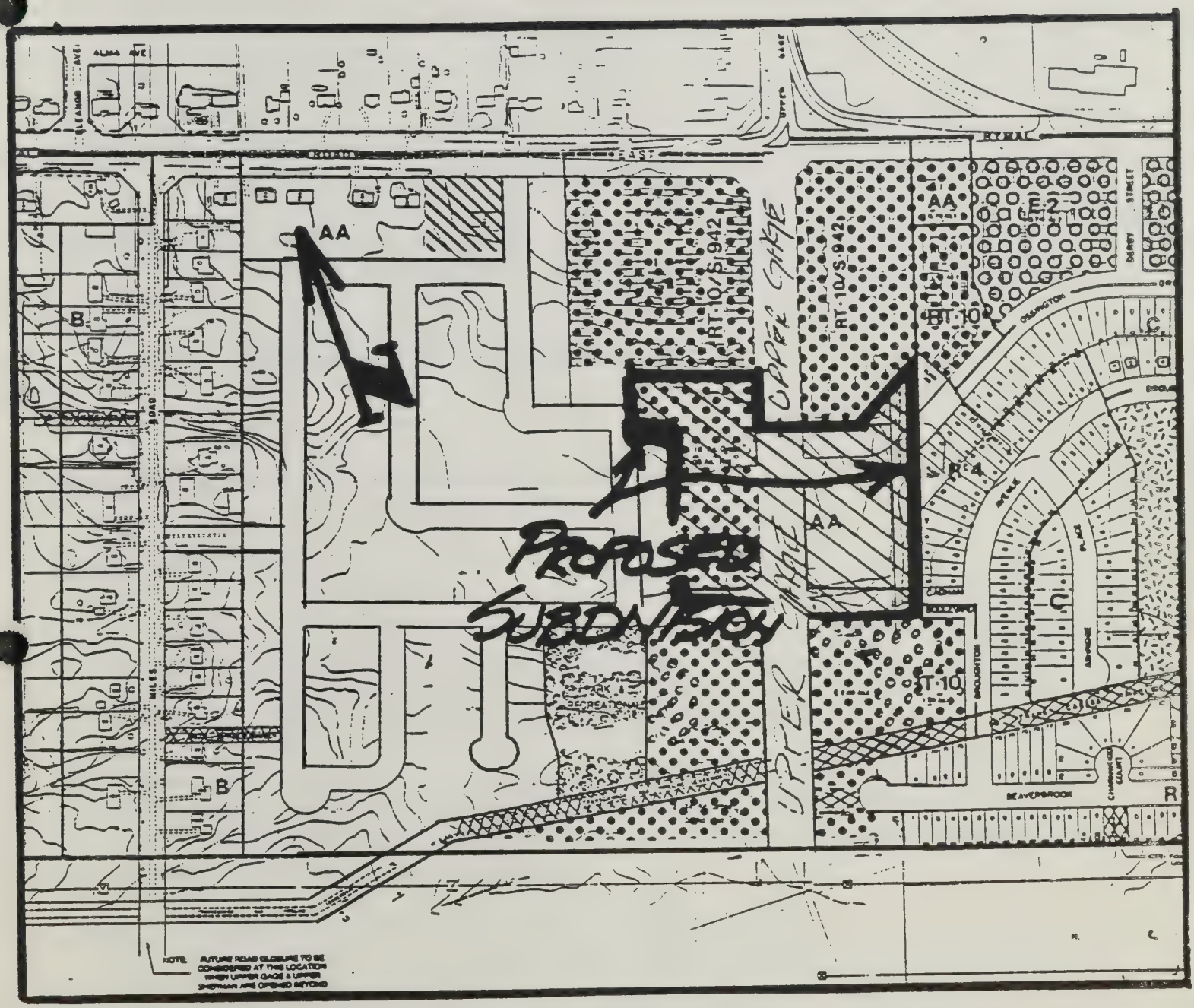
KEY PLAN

NTS

NORTH

GILBERT

APPROVED PLAN



BROUGHTON WEST

BROUGHTON EAST

"KEY PLAN" - SANDRINA GARDENS - PHASE 1

3(b)

CITY OF HAMILTON

-RECOMMENDATION-

DATE: 1992 August 7
E308-01 C. Rodgerson

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: P.J. Halliday, Senior Director
Environmental Services Department

SUBJECT:

CleanSoils Limited - Application for a Certificate of Approval for a Waste Disposal Site - Processing

RECOMMENDATION:

a) That the West Central Branch of the Ontario Ministry of the Environment (MOE) be advised that the City of Hamilton does not support the application of CleanSoils Limited for a Waste Disposal Site Processing as it does not comply with the permitted uses within the Utilities designation of the City of Hamilton Official Plan.

b) That a copy of this report and the corresponding City Council resolution be submitted to the West Central Branch of the MOE for their consideration in the preparation of the Certificate of Approval which would apply to the development and operation of the facility proposed by the proponent.

P.J. Halliday

3(b)

CITY OF HAMILTON

-RECOMMENDATION-

DATE: 1992 August 7
E308-01 C. Rodgerson

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: P.J. Halliday, Senior Director
Environmental Services Department

SUBJECT:

CleanSoils Limited - Application for a Certificate of Approval for a Waste Disposal Site - Processing

RECOMMENDATION:

a) That the West Central Branch of the Ontario Ministry of the Environment (MOE) be advised that the City of Hamilton does not support the application of CleanSoils Limited for a Waste Disposal Site Processing as it does not comply with the permitted uses within the Utilities designation of the City of Hamilton Official Plan.

b) That a copy of this report and the corresponding City Council resolution be submitted to the West Central Branch of the MOE for their consideration in the preparation of the Certificate of Approval which would apply to the development and operation of the facility proposed by the proponent.

P.J. Halliday

CleanSoils Limited - Application for a Certificate of Approval for a Waste Disposal Site - Processing

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The West Central Region of the Ministry of the Environment (MOE) has received an application from CleanSoils Limited for the Certificate of Approval for a Waste Disposal Site - Processing to be located at Pier 26, Hamilton Harbour, East Port Development. The company has requested approval to decontaminate soils contaminated with petroleum hydrocarbons using two Thermal Desorber Units.

CleanSoils Limited is proposing to conduct its soil recycling operation on Pier 26 of Hamilton Harbour lands. The site is on approximately 8 acres of land created with dredged material from the Hamilton Harbour, and includes a six foot high perimeter chain link fence with gates. The site which is currently vacant, has a soil base which is chemically consistent with the harbour

CleanSoils will be establishing a fixed base processing centre for recycling petroleum contaminated soils into usable fill and roadway material. The facility will deal only with nonhazardous solid materials. CleanSoils cannot handle hazardous materials and generally only deals with gasoline and No. 2 fuel oil contaminated soil. An average of 500 to 1,000 tons of soil will be accepted and processed per day depending on the time of year and market conditions.

The soil to be treated will consist primarily of soil removed from underground storage tank excavations which require upgrading under Provincial regulations. CleanSoils requires case by case approval for each and every soil project before treatment. Registered waste materials will be segregated from all commingled stockpiles before and after treatment to maintain control and separation.

CleanSoils anticipates arrival of the contaminated soil to the site by both marine and truck traffic. Incoming materials will be staged onto the paved area which will be surrounded by a curb or berm as necessary to contain any runoff from the tarped piles. Treated soil will be stockpiled separately to facilitate loading for off site transport.

Cont'd...

CleanSoils Limited - Application for a Certificate of Approval for a Waste Disposal Site - Processing

BACKGROUND:(Cont'd)

CleanSoils Thermal Desorber entails heating soil to between 350 or 450 degrees fahrenheit depending on soil parameters to remove moisture and hydrocarbon contamination. The process gases are treated in a baghouse and subsequently in an afterburner operating at 1400 degrees fahrenheit. The afterburner combusts any airborne hydrocarbons to assure 99+% destruction of hydrocarbons. No ash, residue or waste byproduct is generated and no process water is generated or discharged.

Treated soil meeting cleanup criteria is no longer a waste material and has market value as aggregate. CleanSoils will reuse processed soil in one of three ways: as fill in industrial sites, for roadway material including roadbase or embankments, or in tank excavation as backfill.

The proponent's application is currently being reviewed by staff from the West Central Branch of the MOE, who in order to properly assess the viability of the proposed project, must obtain comments from other municipal regulatory agencies which may have jurisdiction over land use, traffic, noise, and potential impact of the proposed operations on the abutting properties and the environment.

Concerns have been expressed by both City and Regional Planning Departments with respect to "zoning verification" and jurisdictional authority over the respective land use. The Hamilton Harbour Commissioners have submitted a letter to the MOE confirming that the proposed use of the Hamilton Harbour Commissioners' land by CleanSoils is consistent with the land Use and Development By-law (114) of the Hamilton Harbour Commissioners.

The Transportation and Environment Committee and the MOE should be made aware of ongoing differences between the Harbour Commissioners and the City of Hamilton over the planning of land-use changes on lands around the Harbour. Based on the information provided by CleanSoils Limited, the proposed soil treatment facility does not comply with the permitted uses within the Utilities designation of the Hamilton Official Plan. Therefore, an amendment to the official Plan would be required prior to issuing the Certificate of Approval.

It is generally recognized that there is a need for this type of operation within Southern Ontario, and that the Region of Hamilton-Wentworth will benefit greatly from having this type of operation within its boundaries. However, unless the Hamilton Official plan is amended, to permit the proposed use, the City of Hamilton should not endorse this proposal.

Cont'd...

CleanSoils Limited - Application for a Certificate of Approval for a Waste Disposal Site - Processing

BACKGROUND:(Cont'd)

Copies of the responses concerning the proposal, which were received from the City of Hamilton staff representing Traffic Services, Local Planning, Fire Department, Noise Control, and Regional staff representing Environmental Service Department and Planning, are appended to this report and should be reviewed in further detail.

CR

Attach

cc. Lynda Sohal, Secretary, Reg. H-W, ESC

PLANNING AND DEVELOPMENT DEPARTMENT
LOCAL PLANNING BRANCH

MEMORANDUM

****

TO: Colin Rodgerson
Solid Waste Operations

YOUR FILE: E309-20

FROM: Victor Abraham
Director of Local Planning

OUR FILE: P5-3-3-1

SUBJECT: Pier 26 - Hamilton Harbour Eastport Development - Application for a Certificate of Approval for a Waste Disposal Site (Processing)

DATE: July 31, 1992

This memorandum is in response to the memorandum of Peter Dunn dated July 15, 1992 requesting comments on the above-noted application for a Certificate of Approval for a waste disposal site (processing). We understand that CleanSoils Inc. has requested approval to construct a facility that decontaminate soils contaminated with petroleum hydrocarbons using two "Thermal Desorber Units" on an approximately eight acre site at Pier 26 in the Hamilton Harbour Eastport Development. The applicant has indicated that petroleum contaminated soils are to be transported to this location for treatment from across southern Ontario.

It should be noted that legal precedence has established that the City of Hamilton retains land use planning jurisdiction over non-shipping and navigation uses in this area of Hamilton. As the proposed soil treatment facility is not a shipping or navigation use, the applicant would have to comply with the City's Official Plan and Zoning By-law.

According to Schedule "A" - Land Use Concept of the Hamilton Official Plan, the site is designated as Utilities.

As noted in Policy A.2.7.1 of the Official Plan:

> "The primary uses permitted in the areas designated on Schedule "A" as UTILITIES will be for passenger terminals; freight handling facilities and related storage; railway, warehousing and associated parking areas; electric power facilities; pipelines and natural gas lines; and major road facilities. Recognizing the difficulty of predicting the advent of new UTILITIES, only those facilities which are committed for development and/or are priorized and where their location is known have been identified."

Policy A.2.7.2 should be noted as well:

> "Notwithstanding the permitted uses in Policy 2.7.1 above, the following uses will be permitted on Piers 10 to 14 and Piers 25 to 27 inclusive: shipping terminals; marine freight; passenger handling facilities; related storage, vessel and barge docks; and marine related industry or commerce that demonstrates operational need for proximity and access to the Harbour."

The applicant has indicated that the proposed soil treatment facility would rely on marine transportation as well as truck transportation. However, a site plan diagram submitted by the applicant appears to indicate the focus of activity to be oriented to truck traffic. The dock area is fenced off from the portion of the site devoted to soil processing with the caption "dock area used by others" noted on the diagram. Additional details on the marine aspect of the proposed soil treatment facility appears to be unavailable at this time.

Based on the information provided, the proposed soil treatment facility does not comply with the permitted uses within the Utilities designation of the Hamilton Official Plan. Therefore, an amendment to the Official Plan would be required prior to issuing the Certificate of Approval.

We understand the Building Department will respond to you directly on the applicable zoning designation and determine whether a re-zoning is necessary to allow the proposed use.

To summarize, it is our view that no Certificate of Approval for a waste disposal processing site be issued to the proponent unless the Hamilton Official Plan is amended to permit the proposed use.

If you have any further questions on this matter, please contact Bill Janssen at 546-4147.

KE/

c.c. Peter Lampman, Building Department
Patrice Noé Johnson, Law Department

PLANNING AND DEVELOPMENT DEPARTMENT

MEMORANDUM

****

Date: July 21, 1992 File: 768.42

To: Colin Rodgerson,
Waste Management Division
Environmental Services department

From: A.L. Georgieff, M.C.I.P
Director, Regional Planning Branch

Re: Clean Soils Inc.: Application for a Certificate of Approval

---

We have reviewed the information you sent us regarding the Certificate of Approval application for a Waste Disposal Site (Processing) to be located at Pier 26 Hamilton Harbour Eastport Development. We have no comments on the technical merit of the waste processing technology Clean Soils intends to use. However, we bring two issues to your attention : 1) land-use change in the area; and 2) the potential ecological significance of the area.

Land Use Change

The application form makes reference to "zoning verification" solely by the Hamilton Harbour Commissioners. The Ministry of Environment should be made aware of ongoing differenes between the Harbour Commissioners and the City of Hamilton over the planning of land-use changes on lands around the Harbour. On a number of City of Hamilton Official Plan Amendments (Nos. 62, 66, 80 and 87) the Region has received requests from the Hamilton Harbour Commissioners for referrals to the Ontario Municipal Board. Hamilton Official Plan Amendment 80, the result of a five year review of the Official Plan, includes designations which may affect the Eastport lands. Clean Soils Inc. should be made aware of the City's interest and consult the City of Hamilton regarding their comments on the proposed use and any City designations or zoning by-laws which apply.

Environmentally Sensitive Area Designation

On the basis of a 1976 Ecologistics study the Regional Official Plan designated a portion of the Eastport lands an Environmentally Sensitive Area (ESA # 27 Toll Gate Ponds). The evaluation of the area suggested it provided unusual habitat, and habitat for rare species of nesting birds. As a result of an assessment prepared by the Hamilton Harbour Commissioners, and due to extensive landfilling in the area the boundary of the ESA is now different than outlined in the 1976 study. As per the City of Hamilton Official Plan, ESA # 8, Toll Gate Ponds is now located on Pier 27. However, without a map locating the proposed facility we cannot determine the proximity of the Clean Soil site to the designated area. Could you provide us a copy of the site plan at the meeting of July 22?

Official Plan policy 5.3.21 encourages other levels of government to only undertake uses compatible with the environmentally sensitive designation while Policy 5.3.22 encourages other public bodies to prepare management plans for properties they own in ESAs. The expansion of land uses incompatible with the ESA is discouraged by Policy 5.3.4.

Official Plan policy 5.3.15 requires that the Area Municipality require proponents requesting a change in the legal use or in the intensity of the existing use, to submit an Environmental Impact Statement to the Region and Area Municipality. The proponent can request a waiver of the Impact Statement requirement which must be approved by both the Region and Area Municipal Councils. Information on the typical scope of an Environmental Impact Statement can be provided to the proponent by Regional Planning Branch staff.

While the preparation of an Impact Statement may not necessarily be required for this proposal an evaluation of the effects of the construction and operation of the facility and potential mitigating measures would be worthwhile. The federal government, Canadian Wildlife Service (Chip Weseloh), annually monitors the breeding colonies in this area and up-to-date information on the significance of the bird species nesting in the area is likely readily available. The Ministry of Natural Resources should be consulted regarding the protection of provincially rare species.

cc Ray Lee, Regional Planning
Bill Janssen, Local Planning

CORPORATION OF THE CITY OF HAMILTON

MEMORANDUM

****

TO: Peter Dunn, Manager
Waste Management Division
Environmental Services Department
Attention: Mr. Colin Rodgerson

YOUR FILE: E309-20

FROM: Murray F. Main, P. Eng.
Director of Traffic Services
Traffic Department

OUR FILE:
PHONE: 546-4580

SUBJECT: **Clean Soils Inc.**
Application for a Certificate of
Approval for a Waste Disposal Site

DATE: 1992 July 30

In response to your memo of 1992 July 15, please be advised that we have reviewed this application and find it satisfactory.

Murray F. Main

RK/MT/ks

PUBLIC WORKS DEPARTMENT

CITY NOISE CONTROL

MEMORANDUM

****

TO: Mr. Peter Dunn
Manager of Solid Waste Operations
Regional Engineering & Solid Waste Dept.

YOUR FILE: E309-20
via Fax 546-4494 Aug 5/92

FROM: Mr. F. Westaway
Noise Control Officer
Public Works Department

OUR FILE:
PHONE: 523-5670

SUBJECT: **Clean Soils Inc.**
Application for Certificate of Approval
for a Waste Disposal Site (Processing)

DATE: 1992 August 5

Please be informed that I have reviewed the Clean Soils Inc. proposal and the Noise Control Office has no concerns regarding noise.

Should you wish further information please contact me at 523-5670.

Frank Westaway
Chief Noise Control Officer

FW/jt

MEMORANDUM

****

TO: Colin Rogerson
Recycling Technician
Environmental Services

YOUR FILE:

FROM: D. Millar
Pollution Abatement Officer
Regional Engineering Department

OUR FILE:

SUBJECT: Clean Soils Inc.
Application for a C. of A.

DATE: July 24, 1992

I have attended the presentation and reviewed the information supplied by CleanSoils.

Cleansoils will be located at Pier 26 - Hamilton Harbour East Port Development. This area does not have sewers and there are no plans to install them for this operation. Water from the surface of the materials on site will be contained and utilized in the process. Sanitary wastes will be contained in a holding tank and hauled to the sewage treatment plant for disposal.

With the absence of sewers and a commitment to utilise collected storm water in the process the company's operation will meet compliance with Sewer Use Bylaw R89-049.

DM

G. BAKER
CHIEF

FILE NO. _____

THE CORPORATION OF THE CITY OF HAMILTON
HAMILTON FIRE DEPARTMENT - FIRE PREVENTION DIVISION
55 KING WILLIAM STREET
HAMILTON, ONTARIO L8R 1A2

29 July 1992

Regional Municipality of Hamilton-Wentworth
Waste Management Division
Environment Services Department

Attn: Colin Rodgerson

Dear Sir

RE: Clean Soils Inc.
Proposed Waste Disposal Site
Pier 26 - Hamilton Harbour
East Port Development

I have reviewed the information sent to this Department as well as the Clean Soils video and in addition have visited the proposed site and offer the following comments and expectations:

a) water supply mains and hydrants are satisfactory for anticipated needs

b) it is expected that suitable portable fire extinguishers will be provided for the site in accordance with the Ontario Fire Code

c) it is expected that controls will be in place to eliminate sources of ignition

d) all construction and installations are to be carried out under a Building Permit issued by the City of Hamilton Department of Buildings

e) all electrical work associated with the installation of on-site equipment is to be carried out under permit from Ontario Hydro

f) installation and provision of the necessary energy source for heating the contaminated soils is to be in accordance with all applicable Acts and Regulations

g) access roads within the site for use by fire department apparatus are to be provided and maintained in an accessible and usable condition at all times.

The foregoing represent our rather broad conditions based on information supplied to date and may not reflect all requirements of this Department resulting from future site visits as the project proceeds.

I request that we be kept updated as to the status of this project and made aware of any change in plans which might have an impact on our requirements.

Yours truly

D.L. Peters
Chief Fire Prevention Officer

DLP:cl

REC 4.

AUG

CITY CLERKS

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 August 11

REPORT TO: Kevin Christenson, Secretary
Transport and Environment Committee

FROM: D. W. Vyce
Director of Property

SUBJECT: **Option to Purchase Agreement - Roadway Purposes**
643 Rymal Road West - Caterina Battaglia
Proposed Extension of Upper Paradise Road

RECOMMENDATION:

a) That an Option to Purchase Agreement by the City, duly executed by the owner Caterina Battaglia on July 24, 1992, and scheduled for closing on or before November 30, 1992, for the lands and premises situated in the Regional Municipality of Hamilton-Wentworth, in the City of Hamilton, being composed of part of Lot 1, Concession 1, having a frontage of 30.48 metres (100 feet) more or less, along the southerly road limit of Rymal Road West, by a depth of 85.344 metres (280 feet) more or less, comprising a total area of 2,601.2 square metres (28,000 square feet) more or less, together with all structures erected thereon, more particularly described as municipal address 643 Rymal Road West and shown as Part 1 on Registered Plan 62R-7866, be approved and completed.

b) That the Finance and Administration Committee recommend the method of financing the purchase price of $330,000.00.

c) That the Vendor be allowed a one-time thirty (30) day extension to the closing date at no cost should it be required.

d) That as consideration in the amount of $2.00 has been paid to the owner pursuant to the Agreement, this amount be deducted from the purchase price.

e) Subject to the approval of Items a) - d), the Property Department be authorized to proceed to acquire a parcel of land (approximately 10,000 square feet) from the property owner south of the lands outlined under item a) in order to finalize the road access to the Carpenter Neighbourhood.

D. W. Vyce

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The net amount to be financed for all 1992 projects related to subdivision expenditures is $1,619,000.00. The 1992 - 2001 Capital Budget includes a provision of $800,000.00 for the City's share of subdivision expenditures in 1992. With the approval of this recommendation the City's share of the cost would be exceeded by $819,000.00. The estimated costs including appraisal and legal fees associated with item e) is expected to be under $50,000.00. The City Treasurer will be recommending a method of financing cost.

BACKGROUND:

At its meeting of July 20, 1992, the Transport and Environment Committee adopted a walk-on item thereby authorizing the Property Department to negotiate an Option to Purchase for the subject property conditional upon the City Treasurer identifying the necessary funds.

The purpose of this acquisition is twofold. Firstly, it will allow for the optimal alignment of Upper Paradise Road as initially planned. Secondly, it will result in a future monetary savings in excess of an estimated $500,000.00. This savings will be realized by eliminating the necessity of acquiring additional lands to accommodate the alternative road alignment which had been estimated in excess of $1,000,000.00.

The Vendor has requested the option of extending the closing date to ensure the home they are to have built is completed prior to having to vacate the subject premises.

Notwithstanding the fact that the Carpenter Neighbourhood Plan and a draft plan of subdivision have just recently been approved, efforts are being made to insure that delays will be minimized and the proposed development will not be adversely affected.

In order to accommodate this change it will be necessary to revise the newly adopted Neighbourhood Plan by way of a minor amendment approved by the Planning and Development Committee and City Council.

The amendment itself would be a newly drafted road pattern together with any technical or service re-alignments deemed necessary.

Consequently, as this proposal is financially more desirable and functionally preferable, it is recommended that this property and the additional strip of vacant land to the south be purchased for roadway purposes.

WmM/nw
Attach.

c.c. P. Noé Johnson, City Solicitor

A. Ross, Treasurer

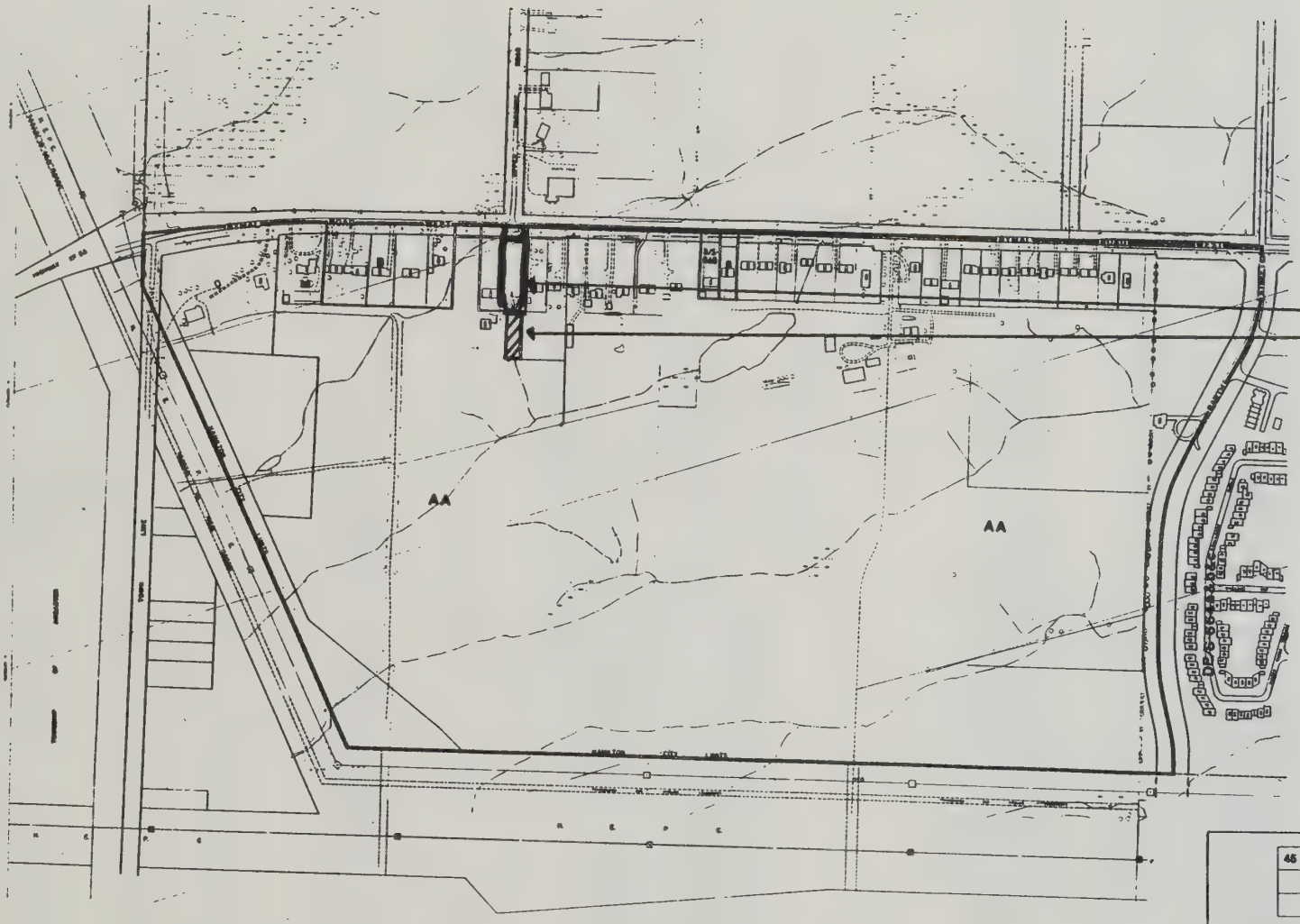
L. MacNeil, Property Clerk, Surveys

V.J. Abraham, M.C.I.P., Director, Local Planning Division

G. Aston, Director, Programming and Development, Transportation and Environmental Services

S. Reeder, Secretary, Finance and Administration Committee

(100.90.126)



45 | 44 | 121
20 | 84

This is not a Legal Document
For Zoning Verification Please
Contact City Building Department.

CITY OF HAMILTON

CARPENTER

ZONING

Neighbourhood Boundary
Zoning Boundary

SCALE 0 50m 100m

Prepared for The City of Hamilton
by the Planning and Development Department
of The Regional Municipality of Hamilton-Wentworth

PLANNING UNIT NO 7601

MAP NO 20

5.

CITY CLERK'S DEPARTMENT

MEMORANDUM

****

TO: Mr. K. Christenson, Secretary
Transport & Environment Committee

YOUR FILE:

FROM: Mr. J. Thompson
Acting City Clerk

OUR FILE:
PHONE: 546-2747

SUBJECT: BOARD OF EDUCATION FOR THE CITY OF HAMILTON - PUBLIC SAFETY

DATE: 1992 July 28

Please find attached a copy of a letter from the Board of Education for the City of Hamilton regarding concerns of perceived problems relating to public safety which City Council at its meeting held 1992 July 28 referred to the Transport and Enviroment Committee.

Jan Thompson

att.

JUL 13 1992 cc: [redacted] City Council Members

The Board of Education for the City of Hamilton
Le Conseil de l'éducation de la ville de [redacted]

100 Main Street West
Hamilton, Ontario
Telephone (416) 527-5092
Fax (416) 521-2539

Director of Education & Secretary

1992 07 02

His Worship Mayor Robert Morrow
The Corporation of the City of Hamilton
71 Main Street West
Hamilton, Ontario L8N 3T4

Dear Mayor Morrow:

At a Special Meeting of the Board held on Tuesday, 1992 06 30, the following motion was adopted:

> That this Board notify the following immediately to convey the grave concerns of safety expressed by every delegation at last night's Special Meeting of the Operations Management Committee:
> 1. City of Hamilton
> 2. Hamilton Safety Council
> 3. Hamilton-Wentworth Police Department
> 4. Block Parent Association
> 5. Hamilton Street Railway
> 6. Hamilton Board of Education Principals
> 7. Education Officer, Ministry of Education
> 8. The Home and School Associations
>
> And further, that this Board convey its concerns of perceived problems relating to public safety - stressing this Board's willingness to work collaboratively with each group to help make Hamilton a safe place for not only students but all residents; not just safe to and from school Monday to Friday, but all day, every day.

The prelude to this motion was the decision of the Board that, effective September, 1992, Grades 6, 7 and 8 students living less that 2.4 kilometres (1.5 miles) from school would not qualify for transportation. This decision was made in the face of very difficult budgeting and the fact that the Ontario government has severely cut grants for transportation.

On Monday, 1992 06 29, a Special Meeting of the Board's Operations Management Committee was held to consider input from the community regarding concerns. It was apparent from the six presentations that evening that the chief concern is the general level of safety in the Hamilton community and not the extra distance the students must walk. After the presentations and following a lengthy debate, the members of the Board elected not to revert back to the previous Policy of providing transportation for Grades 6, 7 and 8 students living over 1.6 kilometres from their school.

Mailing Address
P.O. Box 2558
Hamilton, Ontario
L8N 3L1

Adresse postale
C.P. 2558
Hamilton (Ontario)
L8N 3L1

The members collectively share the concern of the community about the issue of safety but feel strongly that such is not the sole responsibility of the Hamilton Board of Education. They indicated their willingness to take an active part in working with others who share in this responsibility - both Municipally and Provincially - to find a solution.

If you are in agreement that the issue of safety is indeed a shared responsibility, we would be pleased to hear from you. Your suggestions on how we could work co-operatively to problem solve some of these concerns will be directed to our Transportation Committee which will be studying these issues in the early Fall.

Sincerely,

K. A. Rielly
Director of Education
and Secretary

rm
cc: Transport and Environment Committee

ACCO®

ACCOPRESS™

YELLOW	25070	JAUNE
*BLACK	25071	NOIR*
*BLUE	25072	BLEU*
RL. BLUE	25073	RL. BLEU
*GREY	25074	GRIS*
GREEN	25075	VERT
RUST	25078	ROUILLE
EX RED	25079	ROUGE

ACCO CANADA INC.
WILLOWDALE, ONTARIO

* INDICATES
75% RECYCLED
25% POST-
CONSUMER FIBRE

BALANCE OF
25% RECYCL



HAMILTON PUBLIC LIBRARY
3 2022 21334571 9

0 50505 25078 3